

AIRCRAFT ACCIDENT  
IDENTIFICATION  
NO.

710 05 101

## NAVAVNSAFECEN MISHAP CODE SHEET

4 MAR 1968

(COMMON TO BOTH CARDS)

CODED:

REVIEWED

LOGGED: GA

**PUNCHED:**

VERIFIED

RECORD IDENTIFICATION											Aircraft Model										AIRCRAFT BUREAU NUMBER										Reporting Conditions										Time of Mishap									
Date			Type Report	Log Line Number	Aircraft Number	Source	Don't Count	Enemy Action	Mission Modif.	Basic Mission	Design Number	Series Symbol	Model Code	Type Duty	Major Command	CONDITION	LOCAL TIME																																	
Cal. Yr.	Mo.	Day															37	38	39	40	41																													
01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41										
6	7	1	0	0	5	1	0	1	0	1	2																																							
											T 0 8 P C										1 3 1 4 6 3 6 6 9 1 7 3 1										8 6 3 1 7 3 5																			
ACCD. Dmg.											FAC. RWAY DESCRIP.										FAC. SHIP DESCRIP.										Card Number																			
Acct. Dmg.			Acct. Inj.			Hull Number	Kind of Flight	Clearance	NAME CODE										Bearing From	Dist. From	Distance	Area	Runway Heading	Length	WAS DUTY RWAY USED?	Ship Type	Ship Course	Ship Speed	LOC'N			Trans. Code																		
42	43	44	45	46	47				48	49	50	51	52	53	54	55	56	57											58	59	60		61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78
AAAA						1032A5BARIN						B																				A 1 1																		

**CLOSED**

29 MAR 1968

[illegible]

AIRCRAFT 1 OF 1

CODE SHEET 1 OF 1

## NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS)

**CODED:**

REVIEWED

LOGGED:

PUNCHED:

VERIFIED:

[illegible]

										Contributing Causes								Pilot Error Causal Fac.						Other Personnel Causal Factor									Inv. Mat. Comp.									
3rd Acct. Type				3rd Phase of Operation				Type Operations												First		Second		Third		Pilot Factor After Fact.		First		Second		Third		Other Pers. Factor After Fact		1st Causal Factor						
																																			Cross Ref.	Compo- nent	Ass'y.	Sub Ass'y.				
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49					
							1		3																							P	O	L	D	A						
Involved Mat. Comp. (cont'd.)										Material Fact. After Fact						Acft. Design Comp. Causal Factor						DESIGN C.F.		Trans. Code		Card No.		AIRCRAFT _____ 1														
2nd Causal Factor				3rd Causal Factor				Cross Ref.				Sub Ass'y.		Cross Ref.				Sub Ass'y.		Special Equipment Pilot Equipment																						
Cross Ref.	Compo- nent	Ass'y.	Sub Ass'y.	Cross Ref.	Compo- nent	Ass'y.	Sub Ass'y.	Cross Ref.	Compo- nent	Ass'y.	Sub Ass'y.	Cross Ref.	Compo- nent	Ass'y.	Sub Ass'y.	Cross Ref.	Compo- nent	Ass'y.	Sub Ass'y.	Cross Ref.	Compo- nent	Ass'y.	Sub Ass'y.	Special Equipment Pilot Equipment	77	78	79	80	CODE SHEET _____ 2													
50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	A	B	4	B												

AIRCRAFT 1 OF 1

CODE SHEET 2 OF 11

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS)

CODED: 11 REVIEWED

LOGGED:

PUNCHED:

VERIFIED:

CARD 6

RECORD IDENTIFICATION											Weather Causal Factor											Environ. Factor											Cause + Factor Primary											Cause + Factor 1st Possible																																											
Date			Type Report	Log Line Number	Aircraft Number																																																																																		
Cal. Yr.	Mo.	Day																																																																																					
01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42																																														
6	7	1	0	0	5	1	0	1	0	1																																																																													
Cause + Factor 2nd Possible											Cause + Factor 3rd Possible											Cause + Factor 4th Possible											Special Data and Conditions																																																						
Misc											Misc											Misc																																																																	
Wx											Fact Wx											Fact Wx																																																																	
Pers											Factor Pers											Factor Pers																																																																	
Mat											X Ref. COM											Ass'y.											Sub Ass'y.											Mat											X Ref. COM											Ass'y.											Sub Ass'y.										
43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80																																																		

CARD 8

3M — Material Special Data																																						Trans. Code		Card Number													
First										Second										Third										Fourth										Fifth										Mon. Prior To Occur. OPERATOR INCAPACITATED C.P.			
3M HowMal Code										3M HowMal Code										3M HowMal Code										3M HowMal Code										3M HowMal Code													
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49																
<div style="display: flex; justify-content: space-between;"> <span>P 3 9</span> <span>P 4 0</span> <span>P 0 3</span> <span>D 2 8</span> </div>																																						N															
50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80																							

AIRCRAFT 1 OF 1

CODE SHEET 3 OF 11

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS)

CODED: 4 REVIEWED: \_\_\_\_\_ LOGGED: \_\_\_\_\_ PUNCHED: \_\_\_\_\_ VERIFIED: \_\_\_\_\_

CARD 9

RECORD IDENTIFICATION											Aircraft Date										Power Plant Model Number																	
Date			Type Report	Log Line Number	Aircraft Number	1st Flight After Maint. D. I. R.	Year	Hours Since Acceptance	Since Last Insp.			Since Last Par/O'Haul			Power Plant Model Number																							
Cal. Yr.	Mo.	Day							Type	Hours	Days	Activity	Hours	Months																								
01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39
6	7	1	0	0	5	1	0	1	0	1	2	3	3	7	5	5	0	5	8	3	0	6	1	1	2	0	2	8	2	1	8	2	0	8	6	0	0	0

Primary Involved Material Component										Total Hours	Since Last Par/O'Haul		Trans. Code	Card Number																										
Power Plant Serial Number					Manufacturers Part Number						Activity Number	Hours																												
40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
L	5	2	0	7	2	1												4	3	0	0	7	9	N	3	4	7	3	7	6	7	5	0	0	A	1	0	0		

CARD 10

Pri. Inv. Mat. Comp. (cont'd)			Possible or Secondary Involved Material Component										Trans. Code	Card Number																							
Since Last Check Perf.			Manufacturers Part Number					Total Hours	Since Last Par/O'Haul		Since Last Check Perf.																										
Type	Hours	Days							Activity Number	Hours	Type	Hours	Days																								
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49
C	5	8	3	0																																	

50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80								
																										A	1	0	0									

AIRCRAFT 1 OF 1

CODE SHEET 4 OF 11

CODED: 1 REVIEWED \_\_\_\_\_ LOGGED: \_\_\_\_\_ PUNCHED: \_\_\_\_\_ VERIFIED: \_\_\_\_\_

(COMMON TO BOTH CARDS)

CODED:   4   REVIEWED        LOGGED:        PUNCHED:        VERIFIED:       

CARD 11CARD 12

AIRCRAFT 1 OF 1

ONE SHEET 5 OF 11

CODED: 2 REVIEWED \_\_\_\_\_ LOGGED: \_\_\_\_\_ PUNCHED: \_\_\_\_\_ VERIFIED: \_\_\_\_\_

(COMMON TO BOTH CARDS)

**CODED:**

REVIEWED

LOGGED:

**PUNCHED:**

**VERIFIED**

CARD 13CARD 14

AIRCRAFT 1 OF 1

CODE SHEET 6 OF 11

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS)

CODED: 1 REVIEWED: \_\_\_\_\_ LOGGED: \_\_\_\_\_ PUNCHED: \_\_\_\_\_ VERIFIED: \_\_\_\_\_

RECORD IDENTIFICATION											Emerg. Syst. Train.		Instrument Trainer		Time All Models		Time This Model		Last Hours Last 3 Months		Nite Hours Last 3 Months		Total Jet or Hole Time		Total		Total Day This Model		Total Nite This Model										
Cal. Yr.	Mo.	Day	Type Report	Log Line Number	Aircraft Number	Last 6 Months	Last 12 Months	Last 6 Months	Last 12 Months	Total	Last 3 Months	Total	Last 3 Months	Last Hours Last 3 Months	Nite Hours Last 3 Months	Total Jet or Hole Time	Total	Day	Nite	Total Day This Model	Total Nite This Model																		
01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
6	7	1	0	1	5	1	0	1	0	1																													
Landings				This Individual in Act.		Name (Instr. Pitt. in Other Act.)										Number of Personnel Records		Trans. Code		Card Number																			
This Model Day Last 30 Days				This Model Nite Last 30 Days												01		A		151																			

File or Serial Number (All Persons)																				Name		Rank/Rate	Br. of Service	Age	Yrs. Exper.	Status	Position	Inj. to Indiv.	Abandon A/C	Card Code									
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49		
(b) (6)										KELLY J R										6	5																		
Equip 1										Equip 2										Equip 3										Equip 4									
Basic Equip. Spec. Equip. Problem or Condition Phase Existed Special Data										Basic Equip. Spec. Equip. Problem or Condition Phase Existed Special Data										Basic Equip. Spec. Equip. Problem or Condition Phase Existed Special Data										Basic Equip. Spec. Equip. Problem or Condition Phase Existed Special Data									
50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86			
Z 0 5 3 A A I 1										L 3										I 3										0 1 A 1 5 1									

PERSONNEL 1 OF 1  
 AIRCRAFT 1 OF 1  
 CODE SHEET 7 OF 11

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS)

CODING: 1 REVIEWED: \_\_\_\_\_ LOGGED: \_\_\_\_\_ PUNCHED: \_\_\_\_\_ VERIFIED: \_\_\_\_\_

CARD 17

RECORD IDENTIFICATION										Equip 5				Equip 6				Equip 7				Equip 8				Equip 9														
Date			Type Report	Log Line Number	Aircraft Number	Basic Equip.	Spec. Equip.	Problem or Condition	Phase Existed Special Data	Basic Equip.	Spec. Equip.	Problem or Condition	Phase Existed Special Data	Basic Equip.	Spec. Equip.	Problem or Condition	Phase Existed Special Data	Basic Equip.	Spec. Equip.	Problem or Condition	Phase Existed Special Data	Basic Equip.	Spec. Equip.	Problem or Condition	Phase Existed Special Data															
Cal. Yr.	Mo.	Day																																						
01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
67	10	05																																						

Equip 10				Equip 11				Equip 12				Equip 13				Equip 14				Person Sequence Number	Trans. Code	Card Number																	
Basic Equip.	Spec. Equip.	Problem or Condition	Phase Existed Special Data	Basic Equip.	Spec. Equip.	Problem or Condition	Phase Existed Special Data	Basic Equip.	Spec. Equip.	Problem or Condition	Phase Existed Special Data	Basic Equip.	Spec. Equip.	Problem or Condition	Phase Existed Special Data	Basic Equip.	Spec. Equip.	Problem or Condition	Phase Existed Special Data																				
42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	
51								50																															

CARD 18

Equip 15				Equip 16				Equip 17				Equip 18				Equip 19				Equip 20																	
Basic Equip.	Spec. Equip.	Problem or Condition	Phase Existed Special Data	Basic Equip.	Spec. Equip.	Problem or Condition	Phase Existed Special Data	Basic Equip.	Spec. Equip.	Problem or Condition	Phase Existed Special Data	Basic Equip.	Spec. Equip.	Problem or Condition	Phase Existed Special Data	Basic Equip.	Spec. Equip.	Problem or Condition	Phase Existed Special Data	Basic Equip.	Spec. Equip.	Problem or Condition	Phase Existed Special Data														
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49

Equip 21				Equip 22				Equip 23				Equip 24				Person Sequence Number	Trans. Code	Card Number																		
Basic Equip.	Spec. Equip.	Problem or Condition	Phase Existed Special Data	Basic Equip.	Spec. Equip.	Problem or Condition	Phase Existed Special Data	Basic Equip.	Spec. Equip.	Problem or Condition	Phase Existed Special Data	Basic Equip.	Spec. Equip.	Problem or Condition	Phase Existed Special Data																					
50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80						

PERSONNEL 1 OF 1

AIRCRAFT 1 OF 1

CODE SHEET 8 OF 11

CODED: 4 REVIEWED \_\_\_\_\_ LOGGED: \_\_\_\_\_ PUNCHED: \_\_\_\_\_ VERIFIED: \_\_\_\_\_

(COMMON TO BOTH CARDS)

CODED: *h* REVIEWED

LOGGED:

PUNCHED:

VERIFIED:

CARD 21CARD 22

CODE SHEET 9 OF 11

CODED: 1 REVIEWED \_\_\_\_\_ LOGGED: \_\_\_\_\_ PUNCHED: \_\_\_\_\_ VERIFIED: \_\_\_\_\_

(COMMON TO BOTH CARDS)

CODED: 2 REVIEWED

LOGGED:

PUNCHED:

**VERIFIED:**

[illegible][illegible]

PERSONNEL / OF /

AIRCRAFT 1 OF 1

CODE SHEET 10 OF 11.

# NAVAVNSAFECEN MISHAP CODE SHEET

(COMMON TO BOTH CARDS)

CODED: 21 REVIEWED: \_\_\_\_\_ LOGGED: \_\_\_\_\_ PUNCHED: \_\_\_\_\_ VERIFIED: \_\_\_\_\_

CARD 29

RECORD IDENTIFICATION											Other Factors To Be Considered																	Physical Defects Post Crash Exam.																
Date			Type Report	Log Line Number	Aircraft Number																																							
Cal. Yr.	Mo.	Day																																										
01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40					
6	7	1	0	0	5	1	0	1	0	1																	7	7	4	1	1	0												

Estimated Duration of Grounding		Pri. Cause of Death Diagnosis Number	Autopsy		Lab Toxicological Test On		SPECIAL INVESTIGATION		Internal Injury		Cerebral Concussion		Facial Injuries		Infra Oral Injuries		Eye Injuries		Person Sequence Number		Trans. Code		Card Number																
Preformed	Postmortem		Preformed	Postmortem	GI Contents	CNS	Muscle	Visceral	Other	Unconsciousness	Hand, Neck or Neck	Thorax	Abdomen	Other	Cerebral Concussion	Facial Injuries	Infra Oral Injuries	Eye Injuries																					
41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
			8	6	5	1	1	2	1	0																													

CARD 30

Fractures											Dis-Locations																												
Group A					Group B						Group A					Group B																							
Cranial or Neck	Facial	Cervical	Thoracic	Lumbar	Sacral	Coccygeal	Shoulder Girdle	Rib	Pelvis or Hip	Upper Arm	Lower Arm	Hand/Wrist	Finger	Upper Leg	Lower Leg	Foot/Ankle	Other	Cervical	Thoracic	Vertebral	Lumbar	Sacral	Coccygeal	Shoulder Girdle	Rib	Pelvis	Shoulder or Hip	Elbow	Wrist	Hand/Finger	Hip	Knee	Ankle	Foot	Other	Dislocations	CARD CODE		
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	

Amputations/Avulsions		Soft Tissue Injuries											Person Sequence Number		Trans. Code		Card Number																					
		Group A					Group B																															
HEAD/NECK OR NONE	Trunk	Upper Extrem.	Lower Extrem.	Other	LACERATIONS OR NONE	C.S.S.	Head	Neck	Thorax	Upper Arm	Lower Arm	Hand/Wrist	Finger	Upper Leg	Lower Leg	Foot/Ankle	Other	Person Sequence Number	Trans. Code	Card Number																		
50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80								

PERSONNEL 1 OF 1  
 AIRCRAFT 1 OF 1  
 CODE SHEET 11 OF 11

I.D. Number	071005101	1	NNN	1	09	A
1 2 Yr.	3 4 Mo.	5 6 Day	7 Typ	8 9 Lus	10 Typ Brief	11 12 Narr File I.D.
CLASS CODE				TYPE BRIEFS		
1 - Non-Class				1 - GEN. MISHAP		
2 - Conf				2 - BIO-MED		
				3 - SAF-SURV		
				4 - PSYCHO		

Common Field to All Cards

CARD NO. CODED MM REVIEWED N KEY PUNCHED \_\_\_\_\_ VERIFIED \_\_\_\_\_

11 12  
 01 COLL GND/ENG FAILURE. FCLP DOWNWIND LEG ENG BEGAN RUN  
 02 NING ROUGH TRAILING BLACK SMOKE THEN FAILED COMPLETEL  
 03 Y. ACFT SETTLED WINGS LEVEL INTO TREES INCREASING ITS  
 04 ANGLE OF BANK TO 30 DEG TO THE LEFT PRIOR TO IMPACT.  
 05 ACFT STRUCK GND LEFT WING DOWN, FLIPPED AND ROLLED O  
 06 VER ON STBD WING COMING TO REST INVERTED. FIRE BROKE  
 07 OUT. PLT RECEIVED FATAL INJ. MATFAIL #7 ARTICULATING  
 08 ROD. DIR FAILED TO DETERMINE ORIGIN OR CAUSE. CMABATR  
 09 A RECM INSTALLATION OF EJT SEAT.  
 10  
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CARD NO.

Dispatch Code Sheets

Airt. Accidents Only

(Rev. 2-67)

Coded 92 Date 10-6-67

Logged 92 Date 10/9

Punched 92 Date 10-00T-1967

Card No. 010

Record Ident. (common all cards)

Source

Don't Count

Enemy Action

Aircraft Model

Model Code

Aircraft BuNo.

Reporting Custodian

Type Duty

Major Command

Time of Day

Accident Damage

Aircraft Damage

Accident Injury

Aircraft Injury

Hull No.

Kind of Flight

Location (Name Code)

Transaction Code

Card No.

Codes

Card

Columns

6	7	1	0	0	5	1	0	1	0	1	01-11
										5	12
											13
											14
											15-21
											22-23
											24-29
											30-32
											33-35
											36
											37-41
											42
											43
											44
											45
											46-48
											49-51
											53-59
											77
											78-80

Card No. 020

Total "A-U-L" Navy Injuries

Total "A-U-L" Non-Navy Injuries

Transaction Code

Card No.

			33-34
			61-62
			63-64
			77
			78-80

Card No. 030

Primary Accident Type

Primary Phase of Operations

Transaction Code

Card No.

			62-63
			64-66
			77
			78-80

Card No. 040

Type Operations

Contributing Causes

Transaction Code

Card No.

			19-20
			21-22
			77
			78-80

Card No. 060

Primary Cause

Special Data & Conditions

Transaction Code

Card No.

			29
			65-69
			77
			78-80

See reverse side

Card No. 150

No. of Personnel Records  
Transaction Code  
Card No.

Card  
Columns

0	1	70-71	
	A	77	
1	5	0	78-80

Card No. 160

P  
Pilot's Name  
Status  
Transaction Code  
Card No.

						P	12
K	E	L	L	Y	J	R	27-36
						D	41
						A	77
1	6	0					78-80

AAR ADMINISTRATIVE CLOSE-OUT FORM

March 29, 1968

MEMORANDUM FOR THE RECORD

Subj: VT-5 AAR 5-68 concerning T28C  
(Activity) (Number) (ACFT Model)  
BUNO 146266 occurring 10-5-67 pilot KELLY  
(Date)

Ref: (a) Code 50 MEMO of 20 Mar 1968

1. In accordance with reference (a), a close-out letter will not be prepared on subject AAR.

Respectfully,

(b) (6)



DEPARTMENTAL COMMENTS FOR "CLOSE OUT" LETTER  
ON ORIGINAL REVIEW

- NOTE: 1. Negative report is required.  
2. Positive comments will be in a format suitable for inclusion in the "close out" letter.  
3. Attach additional sheets if more space is required.

-----  
M & M DEPARTMENT: The PRIMARY CAUSE OF THIS ACCIDENT WAS  
MATERIAL FAILURE OF THE NUMBER 7 ARTICULATING  
ROD. NO FAILURE TRENDS PRESENT THIS AREA IN THE  
1820-86 ENGINE

  
2218  
INITIAL/CODE

-----  
AERO-MED DEPARTMENT:

*No comments.* *10/32*  
*200/31*

INITIAL/CODE

[illegible]

Completed  
Code/Date

1



	From Code/Date
1	
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UNIT VT-5  
MODEL T28C  
BUNO 146266

AAR REVIEW ROUTING SHEET

ADVANCE ROUTING

PRI	DEPT	DATE IN	DATE OUT	INIT	INTER DEPT. ROUTING:
	M&M		3-6	0	
	AERO-MED	3-6-68		(2u)	W CV

DEPARTMENT REPRESENTATIVES INITIALS FOR RECEIPT OF REPORTS:

REMARKS:

ORIGINAL ROUTING

DEADLINE DATE OUT OF NASC \_\_\_\_\_  
EXTENSIONS \_\_\_\_\_

DEPT	DATE IN	DEPT DEADLINE	DATE OUT	INIT	INTER DEPT ROUTING
AOA					

NASC ENDORSEMENT ROUTING

PRI	DEPT	DATE IN	DATE OUT	INIT
1	R&S			
2	M&M			
3	ADMIN			

ROUTING AFTER CLOSEOUT

DEPT	DATE IN	DATE OUT	INIT	INTER DEPT ROUTING
AEROMED				

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  2. Departments will be fully responsible and accountable for documents in their custody until checked back into Records Control Branch.
  3. Any department desiring to retain this report longer than five (5) working days must notify Records Control Branch of their need for extension.

10/5/67

Kelley

1. OVERHAUL ACTIVITY		2. REPORT NO.	3. DATE OF D/I	4. ASSEMBLY NOMENCLATURE AND PART NO.		(200)	ENGINE
NAVAIRWORKFAC Pensacola		798	10-11-67				<input checked="" type="checkbox"/>
5. ASSEMBLY (Model)	6. ASSEMBLY (Serial)	7. ASSEMBLY MFR	8. DATE REMOVED	9. REMOVED FROM (Eng Rod)	10. REMOVED FROM (Eng Ser)		
R1820-86A	520721	66640	10-9-67				
11. TOTAL HRS SINCE NEW	12. HRS SINCE LAST O/M	13. DATE LAST O/M	14. LAST OVERHAUL ACTIVITY	15. NO. POWS D/W'S	16. AIRCRAFT (Model)	17. AIRCRAFT (BIRD)	
4737	506	4-28-66	NAVAIRWORKFAC Pensacola	7	T-28C	146266	
18. OPERATING ACTIVITY		19. REASON FOR REMOVAL AND CODE					
TRARON FIVE		AAR 5-68A		Accident/Incident Damage 4.b.			
21. FINDINGS		22. PRIMARY PART FAILURE (Part No.)		COND.		TIME	
<input type="checkbox"/> NO DISCREPANCY <input checked="" type="checkbox"/> BASIC (MFG/DESIGN) DISCREPANCY <input type="checkbox"/> NON-BASIC (MAINT/OPER) DISCREPANCY <input type="checkbox"/> FOREIGN OBJECT DAMAGE		430079W3		070		23	
23. DISCREPANCY PARTS (Part No.)		COND.					
(See below)							
NAVAIRSYSCOMREP Pensacola Control Nr. R1820-20-68 refers.							
TO: NATSF PHILA							
CC: NASC (AIR 4113)		COMSIX					
NASC (AIR 5362)		NAVPLANTREPO PATTERSON					
NASC (AIR 4041)		CHNAVMAF					
NAVAIRSYSCOMREP PNCLIA		DIRAFIP					
NASCTECHREP WOODRIDGE		CINCLANTFLT					
NAVAVNSAFBCH		DAS NORTON AFB					
CNO		CNATRA					
JAG		CNABATRA					
27. CONCLUSIONS		TRARON FIVE					
(See below)							
28. RECOMMENDATIONS							
None							
29. PRIORITY	REQUESTED BY	REFERENCE	29. SPEC 114	APPLICABLE	X		
<input checked="" type="checkbox"/> PRIORITY	NAVAIRSYSCOMREP PNCLIA	061818Z OCT 67		INCORPORATED			
(b) (6)		31. TITLE	32. DATE				
		WEAPONS ENGINEERING DEPT HEAD	12 October 1967				

DISASSEMBLY AND INSPECTION REPORT NAVREPS FORM 4730/2 (11-61)

REPORT SYMBOL BUMPS 4730-2

## 26. FINDINGS:

1. Subject engine sustained severe fire and impact damage. The front crankcase was fractured and broken. All accessories and engine components aft of the power case were destroyed by fire.
2. Disassembly inspection revealed that the number seven articulated rod had fractured at the knuckle pin strap.
3. The number eight rod was fractured approximately five inches below the piston pin boss and the number six rod was slightly bent. The sides of both rods were damaged where contact was made with the fractured end of the number seven rod during operation.
4. The number seven cylinder skirt was broken on each side where contacted by the fractured number seven rod.
5. The 2045D19 crankcase main rear section to crankcase main front section bolt was broken between cylinders number seven and eight.

PRI DIR 798  
12 October 1967

27. CONCLUSIONS:

1. None.

2. The number seven rod is considered to be the initial failure. A laboratory analysis of the rod failed to reveal the cause or origin of failure. The fracture surfaces were severely damaged from engine operation subsequent to the rod failure.

3. The damage incurred by the number six and eight rods was caused by the failure of the number seven rod. A laboratory analysis of the number eight rod revealed that it had failed from overload.

4.-5. Other internal damage resulted from the number seven art rod failure.

1. OVERHAUL ACTIVITY NAVAIREWORKFAC Pensacola		2. REPORT NO. 796	3. DATE OF D/I 10-10-67	4. ASSEMBLY NOMENCLATURE AND PART NO. Governor, Prop. 4G10-3P2		(200) ENGINE
5. ASSEMBLY (Model) 4G10-3		6. ASSEMBLY (Serial) WE74055CT53-395-1		7. ASSEMBLY MFR 73030	8. DATE REMOVED UNK	9. REMOVED FROM (Eng Mod) R1820-86A
10. REMOVED FROM (Eng Ser) 520721		11. TOTAL HRS SINCE NEW UNK		12. HRS SINCE LAST O/M UNK	13. DATE LAST O/M UNK	14. LAST OVERHAUL ACTIVITY UNK
15. NO. PREV O/M'S UNK		16. AIRCRAFT (Model) T-28C		17. AIRCRAFT (BIRD) 146266		
18. OPERATING ACTIVITY TRARON FIVE		19. PUB-EPB-AAR-1/FH/BA AAR 5-68A		20. REASON FOR REMOVAL AND CODE Accident/Incident Damage h.b.		
21. FINDINGS <input type="checkbox"/> NO DISCREPANCY		<input type="checkbox"/> BASIC (MFG/DESIGN) DISCREPANCY		<input checked="" type="checkbox"/> NON-BASIC (MAINT/OPER) DISCREPANCY		<input type="checkbox"/> FOREIGN OBJECT DAMAGE
22. DESCRIPTION OF FINDINGS (Include name and part no. of primary part failure) (See below) NAVAIRSYSCOMREP PNCLIA Control Nr. R1820-20-68 refers. TO: NATSF PHILA CC: NASC (AIR 4105B) NAVAVNSAFSCBN ✓ NASC (AIR 4041) JAG NASC (AIR 4113) COMSIX CHATRA C.H.O. CHABATRA CHNAVMA NAVAIRSYSCOMREP PNCLIA DIRAFIP DCASO WINDSOR LOCKS CINCLANTFLT NAVPLANTREPO PATTERSON DAS NORTON AFB TRARON FIVE (AVSAF OFFICER) TRARON FIVE (A/C MAINT OFFICER)				23. PRIMARY PART FAILURE (Part No.) COND. ZONE		
24. PERTINENT BULLETINS, CHANGES, ETC., INCORPORATED				25. DISCREPANT PARTS (Part No.) COND.		
26. CONCLUSIONS (See below)				27. RECOMMENDATIONS None		
28. PRIORITY <input checked="" type="checkbox"/> PRIORITY		29. REQUESTED BY NAVAIRSYSCOMREP PNCLIA		30. REFERENCE 061818Z OCT 67		31. DATE 11 October 1967
32. TITLE WEAPONS ENGINEERING DEPT, HEAD				33. DATE 11 October 1967		

DISASSEMBLY AND INSPECTION REPORT NAVVEPS FORM 4730/1 (11-81)

REPORT SYMBOL BUREPS 4730-2

#### 26. FINDINGS:

Governor was burned and damaged to the extent that an operational check of the unit was not possible. Disassembly and inspection of the governor did not show any indication of malfunction or material defects.

#### 27. CONCLUSIONS:

Governor is believed to have been operating satisfactorily prior to impact.

1. OVERHAUL ACTIVITY NAVAIREWORKPAC Pensacola		2. REPORT NO. 795	3. DATE OF R/I 10-10-67	4. ASSEMBLY NOMENCLATURE AND PART NO. Propeller 43D50-321		(200)	ENGINE <input checked="" type="checkbox"/>
5. ASSEMBLY (Model) 195064		6. ASSEMBLY (Serial) 195064		7. ASSEMBLY MFR 73030	8. DATE REMOVED UNK	9. REMOVED FROM (Eng Mod) R1820-86A	10. REMOVED FROM (Eng Ser) BL 520721
11. TOTAL HRS SINCE NEW *	12. HRS SINCE LAST O/V *	13. DATE LAST O/V *	14. LAST OVERHAUL ACTIVITY *		15. NO. PREV O/V'S *	16. AIRCRAFT (Model) T-28C	17. AIRCRAFT (SERO) 146266
18. OPERATING ACTIVITY TRARON FIVE		19. PUR - EFR - AAR - I/TN/DA AAR-5-68A		20. REASON FOR REMOVAL AND CODE Accident/Incident Damage 4.b.			
21. FINDINGS <input type="checkbox"/> NO DISCREPANCY <input checked="" type="checkbox"/> BASIC (MFG/DESIGN) DISCREPANCY <input type="checkbox"/> NON-BASIC (MAINT/OPER) DISCREPANCY <input checked="" type="checkbox"/> FOREIGN OBJECT DAMAGE		22. PRIMARY PART FAILURE (Part No.) COND. ZONE					
23. DISCREPANT PARTS (Part No.)		COND.					
24. PERTINENT BULLETINS, CHANGES, ETC., INCORPORATED		NUMBER YES NO					
25. DISCREPANCY		COND.					
26. DISCREPANCY		COND.					
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100. DISCREPANCY		COND.					

DISASSEMBLY AND INSPECTION REPORT NAVWPS FORM 4730/2 (11-61) REPORT SYMBOL BUWPS 4730-2

#### 26. FINDINGS:

- No. 1 blade was bent approximately 40 degrees aft at 14 inches from hub.
- Disassembly revealed that the two drive pins and two screws securing the blade bushing to No. 1 blade were sheared.
- Impression on teeth of No. 1 blade gear segment made by mating teeth of rotating cam indicated that propeller was in full low pitch position at time of impact. No indication of malfunction or material defects prior to impact was found.

1. OVERHAUL ACTIVITY		2. REPORT NO.	3. DATE OF D/I	4. ASSEMBLY NOMENCLATURE	PART NO.	ENGINE
NAVAIREWORKPAC Pensacola		795	10-10-67	Propeller 43050-321	(200)	X
5. ASSEMBLY (Model)	6. ASSEMBLY (Serial)	7. ASSEMBLY MFR	8. DATE REMOVED	9. REMOVED FROM (Eng Mod)	10. REMOVED FROM (Eng Ser)	
	195064	73030	UNK	R-1820-86A	RL 520721	
11. TOTAL HRS SINCE NEW	12. HRS SINCE LAST D/I	13. DATE LAST D/I	14. LAST OVERHAUL ACTIVITY	15. NO. PREV D/I'S	16. AIRCRAFT (Model)	17. AIRCRAFT (BURE)
					T-28C	146066
18. OPERATING ACTIVITY		19. FLW - EFB - AAR - I/FH/GA		20. REASON FOR REMOVAL AND CODE		
TRARON FIVE		AAR-5-68A		Accident/Incident Damage 4.0.		
21. FINDINGS		22. PRIMARY PART FAILURE (Part No.)		COND. ZONE		
<input type="checkbox"/> NO DISCREPANCY <input type="checkbox"/> BASIC (MFG/DESIGN) DISCREPANCY <input checked="" type="checkbox"/> NON-BASIC (MAINT/OPER) DISCREPANCY <input type="checkbox"/> FOREIGN OBJECT DAMAGE						
23. DESCRIPTION OF FINDINGS (Include name and part no. of primary part failure)				24. DISCREPANT PARTS (Part No.) COND.		
(See below)						
* Unknown. Propeller log was not received with propeller. NAVAIRSYSCOMREP Pensacola Control Nr. R1820-20-68 refers.						
TO: NATSF PHIA						
NASC (AIR 4105B)				D.C.A.S.O. WINDSOR LOCKS		
NASC (AIR 4041)				NAVAVNSAFECEN		
NASC (AIR 4113)				JAG		
CNATRA				COMSIX		
CNABATRA				C.N.O.		
NAVAIRSYSCOMREP PNCL				CHNAVMA		
NAVPLANTREPO PATTERSON				DIRAFIP		
27. CONCLUSIONS				CINCLANTFLT		
a. All discrepancies are attributed to impact damage.				DAS MORTON AFB		
28. RECOMMENDATIONS				TRARON FIVE (AVNSAFE OFFICER)		
None.				TRARON FIVE (A/C MAINT OFFICER)		
29. PRIORITY				29. REFERENCE		
X PRIORITY				061818Z OCT 67		
REQUESTED BY				29. GRES 114		
NAVAIRSYSCOMREP PNCL				APPLICABLE		
30. SIGNATURE				INCORPORATED		
H. YESNES				30. DATE		
31. TITLE				11 October 1967		
WEAPONS ENGINEERING DEPT. HEAD						

DISASSEMBLY AND INSPECTION REPORT NAVWEPS FORM 4730/2 (11-61)

REPORT SYMBOL BUMPS 4730-2

# 26. FINDINGS:

- a. No. 1 blade was bent approximately 40 degrees aft at 14 inches from hub.
- b. Disassembly revealed that the two drive pins and two screws securing the blade bushing to No. 1 blade were sheared.
- c. Impression on teeth of No. 1 blade gear segment made by mating teeth of rotating cam indicated that propeller was in full low pitch position at time of impact. No indication of malfunction or material defects prior to impact was found.

10/5/67  
KELLEY

710051 - -

1. OVERHAUL ACTIVITY		2. PORT NO.	3. DATE OF B/I	4. ASSEMBLY NOMENCLATURE		5. PART NO.	6. ENGINE
NAVAIRWORKFAC Pensacola		796	10 Oct 67	Governor, Prop. 4010-3P2		(200)	
8. ASSEMBLY (Model)	9. ASSEMBLY (Serial)	10. ASSEMBLY MPN	11. DATE REMOVED	12. REMOVED FROM (Eng Ser)	13. REMOVED FROM (Eng Ser)		
4G10-3	WE74055CT53-395-1	73030	UNK	R1820-86A	520721		
14. TOTAL HRS SINCE NEW	15. HRS SINCE LAST B/I	16. DATE LAST B/I	17. LAST OVERHAUL ACTIVITY	18. NO. PREV. O/W'S	19. AIRCRAFT (Model)	20. AIRCRAFT (SERO)	
UNK	UNK	UNK	UNK	UNK	T-28C	146266	
21. OPERATING ACTIVITY		22. PUR - EFB - AAR - I/TH/SA		23. REASON FOR REMOVAL AND CODE			
TRARON FIVE		AAR 5-68A		Accident/Incident Damage 4.b.			
24. FINDINGS		25. BASIC (MFG/DESIGN) DISCREPANCY		26. NON-BASIC (MAINT/OPER) DISCREPANCY		27. FOREIGN OBJECT DAMAGE	
0 <input type="checkbox"/> NO DISCREPANCY		B <input type="checkbox"/>		N <input checked="" type="checkbox"/>		F <input type="checkbox"/>	
28. DESCRIPTION OF FINDINGS (Include name and part no. of primary part failure)							
(See below)							
NAVAIRSYSCOMREP PNCLIA Control Hr. R1820-20-68 refers.							
TO: NATSF PHILA							
CC: NASC (AIR 4105B)							
NASC (AIR 4041)							
NASC (AIR 4113)							
CNATRA							
CNABATRA							
NAVAIRSYSCOMREP PNCLIA							
DCASO, WINDSOR LOCKS							
NAVFLANTREPO PATTERSON							
29. CONCLUSIONS							
(See below)							
30. RECOMMENDATIONS							
None							
31. REQUESTED BY		32. REFERENCE		33. GRES 114		34. APPLICABLE	
NAVAIRSYSCOMREP PNCLIA		061818Z OCT 67				X	
35. SIGNATURE		36. TITLE		37. DATE			
H. YESNES		WEAPONS ENGINEERING DEPT. HEAD		11 October 1967			

DISASSEMBLY AND INSPECTION REPORT NAVVEPS FORM 4730/2 (11-61)

REPORT SYMBOL BUMEPS 4730-2

#### 26. FINDINGS:

Governor was burned and damaged to the extent that an operational check of the unit was not possible. Disassembly and inspection of the governor did not show any indication of malfunction or material defects.

#### 27. CONCLUSIONS:

Governor is believed to have been operating satisfactorily prior to impact.

1. OVERHAUL ACTIVITY		2. REPORT NO.	3. DATE OF D/I	4. ASSEMBLY NOMENCLATURE	5. PART NO.	6. (200)	7. ENGINE
NAVAIREWORKPAC Pensacola		798	10-11-67				X
8. ASSEMBLY (Model)	9. ASSEMBLY (Serial)	10. ASSEMBLY MFR	11. DATE REMOVED	12. REMOVED FROM (Eng Rod)	13. REMOVED FROM (Eng Ser)		
R1820-86A	520721	66640	10-9-67				
14. TOTAL HRS SINCE NEW	15. HRS SINCE LAST O/H	16. DATE LAST O/H	17. LAST OVERHAUL ACTIVITY	18. NO. PREV O/H'S	19. AIRCRAFT (Model)	20. AIRCRAFT (SERIAL)	
4737	506	4-28-66	NAVAIREWORKPAC Pensacola	7	T-28C	146266	
21. OPERATING ACTIVITY		22. PUR. BY - AAR - I/PN/OA	23. REASON FOR REMOVAL AND CODE				
TRARON FIVE		AAR 5-68A	Accident/Incident Damage 4.b.				
24. FINDINGS	25. BASIC (MFG/DESIGN) DISCREPANCY		26. NON-BASIC (MAINT/OPER) DISCREPANCY		27. FOREIGN OBJECT DAMAGE		
0	X		N		F		
28. DESCRIPTION OF FINDINGS (Include name and part no. of primary part failure)							
(See below) NAVAIRSYSCOMREP Pensacola Control Nr. R1820-20-68 refers. TO: NATSF PHILA CC: NASC (AIR 4113) COMSIX NASC (AIR 5362) NAVPLANTREPO PATTERSON NASC (AIR 4041) CHNAVMA NAVAIRSYSCOMREP PNCLA DIRAFIP NASCTECHREP WOODRIDGE CINCLANTFLT NAVVNSAFECEN ✓ DAS MORTON AFB CNO CHNATRA JAG CNABATRA TRARON FIVE							
29. CONCLUSIONS							
(See below)							
30. RECOMMENDATIONS							
None							
31. REQUESTED BY		32. REFERENCE		33. GRES 114		34. DATE	
X PRIORITY DIR		NAVAIRSYSCOMREP PNCLA		061818Z OCT 67		APPLICABLE	
						INCORPORATED	
35. SIGNATURE		36. TITLE		37. DATE			
H. YESNES		WEAPONS ENGINEERING DEPT HEAD		12 October 1967			

DISASSEMBLY AND INSPECTION REPORT NAVWEPS FORM 4730/2 (11-61)

REPORT SYMBOL BUREPS 4730-2

#### 26. FINDINGS:

1. Subject engine sustained severe fire and impact damage. The front crankcase was fractured and broken. All accessories and engine components aft of the power case were destroyed by fire.
2. Disassembly inspection revealed that the number seven articulated rod had fractured at the knuckle pin strap.
3. The number eight rod was fractured approximately five inches below the piston pin boss and the number six rod was slightly bent. The sides of both rods were damaged where contact was made with the fractured end of the number seven rod during operation.
4. The number seven cylinder skirt was broken on either side where contacted by the fractured number seven rod.
5. The 2045D19 crankcase main rear section to crankcase main front section bolt was broken between cylinders number seven and eight.

PRI DIR 798  
12 October 1967

27. CONCLUSIONS:

1. None.
2. The number seven rod is considered to be the initial failure. A laboratory analysis of the rod failed to reveal the cause or origin of failure. The fracture surfaces were severely damaged from engine operation subsequent to the rod failure.
3. The damage incurred by the number six and eight rods was caused by the failure of the number seven rod. A laboratory analysis of the number eight rod revealed that it had failed from overload.
- 4.-5. Other internal damage resulted from the number seven art rod failure.

Code 015  
22 NOV 1967

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST  
3750.6 SERIES

THIRD ENDORSEMENT on TRARON FIVE, accident, ser 5-68A,  
concerning T-28C, BuNo 146266, of 5 Oct 1967, pilot KELLY

From: Chief of Naval Air Training  
To: Commander, Naval Aviation Safety Center

Subj: Aircraft accident report; forwarding of

1. Forwarded, concurring in the conclusions and recommendations of the Aircraft Accident Board and comments by the subsequent endorsements.



Copy to:  
COMNAVIAIRSYSCOM (AIR 404)  
CNABATRA  
NAVPLANTREPO, Columbus  
DIR, AFIP Washington, D. C.  
CO, TRARON FIVE

ROBERT C. COATS  
Chief of Staff  
(Acting)

Code 015

14 NOV 1967

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6  
SERIES

SECOND ENDORSEMENT on TRARON FIVE AAR Ser 5-68A, concerning  
T-28C, BuNo 146266, occurring 5 October 1967, Pilot KELLY

From: Chief of Naval Air Basic Training  
To: Commander, U. S. Naval Aviation Safety Center  
Via: Chief of Naval Air Training

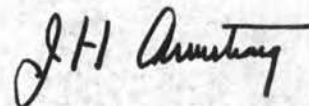
Subj: Aircraft Accident Report; forwarding of

Ref: (a) CNABATRA Ltr Code 103 of 15 Mar 1967

1. Forwarded concurring with the conclusions and recommendations of the Aircraft Accident Board and the first endorsement, with the following additional comment:

a. This command has previously recommended the installation of an ejection seat in the T-28 aircraft (Reference (a)). The latest estimate of possible ejection seat "saves" is 35 out of 61 fatalities in the Basic Training Command in the T-28 aircraft.

2. It is strongly recommended that re-consideration be given to this vitally needed installation at this time.



J. H. ARMSTRONG  
Chief of Staff

Copy to:  
NAVAVNSAFCE (2 direct)  
NAVAIRSYSCOM (AIR 404)  
NAVPLANTREPO COLUMBUS  
DIR AFIP, WASH D. C.  
TRARON FIVE

ORIGINAL

Code 00  
1 November 1967

SPECIAL HANDLING REQUIRED IN ACCORDANCE OPNAVINST P3750.6 series

FIRST ENDORSEMENT on TRARON FIVE AAR 5-68A, concerning T-28C, BuNo. 146266 accident occurring on 5 October 1967, Pilot ENS J. R. KELLY

From: Commanding Officer, Training Squadron FIVE  
To: Commander, U. S. Naval Aviation Safety Center  
Via: (1) Chief of Naval Air Basic Training  
(2) Chief of Naval Air Training

Subj: Training Squadron FIVE AAR 5-68A; forwarding of

1. Forwarded, concurring with the conclusions and recommendations of the accident board, with the following comments:

a. If it can be said that there is a safety advantage for a Student Naval Aviator in the FCLP environment it lies in the relative simplicity of the required knowledge of emergency procedures. The students are constantly reminded of the need for rapid, positive action in the event of minimum altitude power loss: gear UP, canopy EMERGENCY OPEN, maintain flying speed, land straight ahead. (Hopefully, time permitting: switches, mixtures, fuel OFF). (b)(5)

(b)(5)

(b)(5)

b. Enclosure (4), statement of ENS (b)(6) requires amplification.

(1) The two crash trucks in the hangar at Barin at the time of the crash were not there for use at Barin. This hangar is used as overnight storage for trucks that are assigned at outlying fields to the west and are parked at Barin to save the extensive roundtrip to Saufley.

(2) As discussed in the forwarding endorsement of TRARON FIVE AAR 3-68A the problem of rapid access to a crash scene is well-understood.

*J. H. Brink*  
J. H. Brink

ORIGINAL

GRAPHIC REPORT STAYS

Para. 68, OPNAV INSTRUCTION 3780.6, effective edition

## SECTION 4. DEFINITIONS

1 AIRCRAFT ACCIDENT NUMBER AFFORDED BY	2 SERIAL NO	3 DATE OF INCIDENT	4 MODEL AIRCRAFT	5 BUREAU NUMBER
6 COMMANDING OFFICER	7	8	9	10
11 TO: Commander, Naval Aviation Safety Center	12	13	14	15
16 VIA Commanding Officer VT-5	17	18	19	20
21 CNA/DTRA	22	23	24	25
26 CNA/DTRA	27	28	29	30
31	32	33	34	35
36	37	38	39	40
41	42	43	44	45
46	47	48	49	50
51	52	53	54	55
56	57	58	59	60
61	62	63	64	65
66	67	68	69	70
71	72	73	74	75
76	77	78	79	80
81	82	83	84	85
86	87	88	89	90
91	92	93	94	95
96	97	98	99	100

## SECTION B. CONTRIBUTING FACTORS

NO	FACTOR	NO	FACTOR	NO	FACTOR
1	PILOT ERROR IN TECHNIQUE/JUDGMENT	9	SERVICING PERSONNEL	17	WEATHER
2	PILOT DEVIATION FROM NATIVE PROCEDURES	10	LANDING SIGNAL OFFICER	18	DESIGN AIRCRAFT
3	PILOT INCORRECT OPERATION OF A/C SYSTEM	11	OTHER PERSONNEL (Specify)	19	DESIGN CREW EQUIPMENT
4	PILOT OTHER (Specify)	12	ADMINISTRATIVE	20	DESIGN OTHER (Specify)
5	CREW	13	FACILITIES RUNWAY, OVERFLOW TAXIWAY, FLIGHT DECK	21	ROLLING/SLIPPING OF OR BOUNCH SEAS
6	MAINTENANCE PERSONNEL	14	FACILITIES-NAV AID, CANONS AID VOR, DCA, ILS, MINIBO	22	MATERIAL FAILURE/MALFUNCTION
7	MAINTENANCE SUPERVISORY PERSONNEL	15	FACILITIES-CATAPULT, ARRESTING GEAR (Ship or field)	23	UNDETERMINED
8	SUPERVISORY OTHER (Specify)	16	FACILITIES OTHER (Specify)	24	OTHER (Specify)

## SECTION C. PERSONNEL DATA

1. NAME (Last, First, & middle initial) PILOT (at controls at time of mishap) <b>KELLY, James R.</b>		2. GRADE <b>RNS</b>	3. DESIG <b>(b)</b>	4. SERVICE NO. <b>1395</b>	5. STATUS <b>USNR</b>	6. AGE <b>24</b>	7. YEARS IN SERVICE <b>SNA</b>	8. PILOT <b>STUDENT PILOT</b>	9. RESULT <b>P/C</b>	10. OTHER <b>ALFA</b>
CO-PILOT (Name & submit separate page if) <b>NONE</b>										

ITEM		ITEM	
11. ALL MODELS <b>137</b>	17. OF LANDINGS DAY/NIGHT <b>ALL 0/0</b>	18. MODEL <b>0/0</b>	
12. ALL MODELS IN LAST 12 MONTHS <b>137</b>	18. FCPL LANDINGS LAST 6 MONTHS DAY/NIGHT <b>ALL 56/0</b>	19. MODEL <b>56/0</b>	
13. ALL MODELS IN LAST 3 MONTHS <b>82</b>	19. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/BIULATED <b>ALL 0.5/26</b>	20. MODEL <b>0.5/26</b>	
14. ALL SERIES THIS MODEL A/C <b>113</b> OPT/TYPE <b>NA/NA</b>	20. EIGHT HOURS LAST 3 MONTHS <b>ALL 9/8</b>	21. MODEL <b>9/8</b>	
15. ALL SERIES THIS MODEL LAST 12 MONTHS A/C <b>113</b> OPT/TYPE <b>NA/NA</b>	21. TOTAL HOURS IN JETS (if not mishap) HELICO (if helo mishap) <b>NA</b>		
16. ALL SERIES THIS MODEL LAST 3 MONTHS A/C <b>82</b> OPT/TYPE <b>NA/NA</b>	22. LAST PRIOR FLIGHT ALL SERIES THIS MODEL DATE <b>5 OCT 67</b> QUANTITY <b>0.7</b>		
23. DATE/GRADE LAST BISTOP STANDARDIZATION CHECK <b>NA</b>	24. TYPE INSTRUMENT CARD <b>NA</b>		

25. NAME (Last, First, & middle initial) <b>NONE</b>	26. GRADE <b>NONE</b>	27. SERVICE NO. <b>NONE</b>	28. STATUS <b>NONE</b>	29. AGE <b>NONE</b>	30. YEARS IN SERVICE <b>NONE</b>	31. PILOT <b>NONE</b>	32. RESULT <b>NONE</b>	33. OTHER <b>NONE</b>
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PART II MAINTENANCE, MATERIAL, AND FACILITIES DATA																			
1. DATE OF MANUFACTURE		2. FLIGHT HRS. SINCE ACCEPTANCE		3. NO. OF PAR/OVERHAUL		4. MONTHS SINCE LAST PAR/OVERHAUL		5. FLT. HRS. SINCE LAST PAR/OVERHAUL		6. LAST/PAR OVERHAUL ACTIVITY		7. TYPE OF LAST CHECK PERFORMED		8. FLIGHT HOURS SINCE LAST CHECK		9. DAYS SINCE LAST CHECK			
27 AUG 57		3754.5		2		28		1120.2		NARP PHC/A		Ca1 ODD		58.3		30			
1. ENGINE MODEL		2. ENGINE SERIAL NUMBER		3. FLIGHT HRS. SINCE ACCEPTANCE		4. NUMBER OF OVERHAULS		5. WAS DR. REQUESTED		6. FLT. HRS. SINCE LAST OVERHAUL		7. LAST OVERHAUL ACTIVITY		8. TYPE OF LAST CHECK PERFORMED		9. FLIGHT HOURS SINCE LAST CHECK		10. DAYS SINCE LAST CHECK	
B-1840 BL-86A		520721		4739.0		7		YES		508.8		NARP PHC/A		Ca1 ODD		58.3		30	
1. COMPONENT INVOLVED NOMENCLATURE		2. MANUFACTURER'S PART NUMBER		3. TOTAL HRS. ON PART		4. NO. OF OY-HAULS		5. HOURS SINCE LAST OY-HAUL		6. OVERHAUL ACTIVITY		7. WAS DR. REQUESTED		8. SER. NO. PWR/AMPER					
1. PARTS REPAIRED		2. PARTS REPLACED		3. DIRECT MANHOURS INVOLVED															
PART NUMBER	NOMENCLATURE	PART NUMBER	NOMENCLATURE																
JET ENGINE FLAMEOUT (Include intentional securing to prevent engine damage)																			
AT TIME OF FLAMEOUT		1. ALTITUDE		2. IAS		3. RPM		4. EST		5. MANEUVER AT TIME OF FLAMEOUT		6. FUEL FLOW		7. ALTITUDE					
8. G FORCES		9. RELIGHT		10. ALTITUDE		11. IAS		12. MAX EST		13. FUEL CONTROL		14. NO. RELIGHT ATTEMPTS		15. CAUSE OF SYMPTOMS					
		<input type="checkbox"/> ATTEMPTED <input type="checkbox"/> ACCOMPLISHED								<input type="checkbox"/> PRIMARY <input type="checkbox"/> MANUAL									
16. INTENTIONAL SECURE		17. ENGINE SYMPTOMS		18. CAUSE OF SYMPTOMS															
RECIPROCATING ENGINE FAILURE																			
17. ALTITUDE		18. IAS		19. ALTITUDE		20. RPM		21. MAP		22. TORQUE/MEP		23. FUEL FLOW PRESSURE		24. OIL PRESSURE					
3251		82 KTS		LEVEL		UNK		UNK		UNK		UNK		UNK					
16. INTENTIONAL SECURE		17. ENGINE SYMPTOMS		18. CAUSE OF SYMPTOMS															
NO		Backfire and smoke		Failure of number 7 articulating rod.															
IDENTIFY OTHER REPORTS CONCERNING THIS AIRCRAFT																			
1. AIRCRAFT SERIAL NUMBER																			
2. DR MESSAGE REQUEST DATE-TIME-GROUP TRACON FIVE 060230Z OCT 67																			
3. OTHER																			
4.																			

## AIRCRAFT ACCIDENT REPORT

OPNAV FORM 3750-1A (Rev. 3-63) Page 3

SPECIAL HANDLING REQUIRED in accordance with

Para. 66, OPNAV INSTRUCTION 3750.6, effective edition

OPNAV REPORT 3750-1

1. EQUIPMENT INVOLVED <input type="checkbox"/> CATAPULT <input type="checkbox"/> ARRESTING GEAR		2. PRESSURE SETTING		3. WIND OVER DECK		4. RELATIVE WIND		5. APPROACH/END SPEED	
6. MARK NUMBER		7. MODEL NUMBER		8. LOCATION OF SHIP		9. LAUNCHING BRIGLE AND BRIGLE AIRLASTER			
10. CATAPULT/ARRESTING GEAR BULLETTINS OR NOTIFICATIONS USED									
11. This portion shall be completed whenever (1) an aircraft accident involves arresting gear barrier and/or barricade equipment, or (2) an aircraft accident involves malfunctioning of arresting gear, barrier and/or barricade equipment, in-circuit or routine damage to cables, weldings and other expendable equipment need not be reported herein.									
G. SHIPS DATA	ENGAGED	12. DECK RUNOUT (FEET)	13. RAM TRAVEL (INCHES)	14. CONTROL VALVE SETTINGS CONSTANT PRESSURE		15. CONSTANT RUNOUT (WT. LBS.)		16. ACCUMULATOR PRESSURE (PSI)	17. COMMENTS (for cable failures specify no. landings and months in service)
	DECK PENDANT			DOSE (P.S.I.)		RATIO			
	DECK PENDANT								
	BARRIER/BARRICADE								
H. DEPLOYMENT	FOR ACCIDENTS ABOARD CARRIERS (complete on pilot)								
	1. DATE DEPLOYED COMUS			3. DAY HOURS/LANDINGS SINCE DEPLOYMENT			5. DAY HOURS/LANDINGS LAST 30 DAYS		
	2. NO. DAYS OPERATING PERIOD			4. DAY HOURS/LANDINGS SINCE DEPLOYMENT			6. DAY HOURS/LANDINGS LAST 30 DAYS		
I. WEATHER	WEATHER AT SCENE OF MISHAP								
	1. CEILING		2. VISIBILITY		3. RELATIVE WIND DIRECTION AND VELOCITY		4. TEMPERATURE SURFACE		5. DEW POINT
	UNL		10		180/04 relative to ground heading		80		60
7. OTHER WEATHER CONDITIONS (include sky, icing level, sea state, density altitude, as appropriate)									
Relatively smooth air at FCLP pattern altitude									

PART III ADDITIONAL INFORMATION									
PART	SECTION	ITEM	1. REMARKS					2. COPY DISTRIBUTION	
								2CC NAWHSAFEC DIRECT (AM)	
								2CC NAWHSAFEC DIRECT (AM)	
								1CC NAVAIRSYSOON (AIR 404)	
								1CC CHABATRA	
								1CC CHATEA	
								1CC NAVPLANTREPO COLUMBUS	
								1CC DIR AFIP	
								1CC FILE	
COST DAMAGE TO:			3. GOVERNMENT PROPERTY					4. PRIVATE PROPERTY	
								5. DATE SUBMITTED TO GO	
								25 OCTOBER 1967	
PART IV SIGNATURES									
(b) (6)					(b) (6)				
ICDR USNR					MAINT. CONT. OFFICER				
(b) (6)					UNIT BRIG				
(b) (6)					AVIATION SAFETY				
LT (MC)					OFFICER				
VT-5					UNIT BRIG				

\* When preparing Incident and Ground Accident reports, items indicated by an asterisk in the upper right hand corner must be filled in. Other items considered appropriate should also be filled in.

TRAINING SQUADRON FIVE AAR 5-68A

PART V - THE ACCIDENT

Ensign James R. KELLY took off from ALF Barin Field at 1650S, 5 October 1967 in T-28C BUNO 146266, side number 727, on a field carrier landing practice flight (CQ-10). Pre-flight, rumup, launch and the next ten FCILP approaches were uneventful with no unusual tendencies noted by the LSO (Encl (1)). At approximately 1735 Ensign KELLY completed his upwind turn, dropped his speed brake, and transitioned to 82 kts, adjusting his distance abeam the runway to set up for his eleventh and final approach. At a proper distance abeam and about mid field the aircraft was heard backfiring and sputtering. Several witnesses stated that the aircraft was slowly descending and trailing black smoke. After the initial backfiring the engine appeared to pick up and run normally for a few seconds at which time it sputtered once more and then quit completely (Encl (2), (3), (4) and (5)). The aircraft was then observed in a level attitude settling into a cluster of sixty foot pine trees, 253 feet short of a cleared field. The aircraft initially hit the trees wings level, increasing its angle of bank to 30 degrees to the left just prior to impact (Encl (6) and (7)). As the aircraft impacted left wing down it flipped, rolled over on its starboard wing and came to rest inverted on a barbed wire fence at the perimeter of the cleared field (Encl (8) and (9)).

TRAINING SQUADRON FIVE AAR 5-684

PART VI - DAMAGE TO AIRCRAFT

The aircraft received ALFA damage as a result of the impact damage and ensuing fire.

The aircraft initially hit the trees wings level, increasing it's angle of bank to the left until it reached thirty degrees. After 106 feet of travel the port wing tip struck an 8 inch diameter tree 18 feet above ground leaving the wingtip suspended in the branches (Encl (7)). The aircraft then started skidding to the right as a result of the wingtip impact, with it's left wing still down. After 191 feet of travel the port main landing gear hit the ground followed shortly thereafter by the nosewheel which broke off on impact. The skidding and the sheared nose wheel evidently caused the aircraft to flip and roll over on the starboard wing as the port wing hit an 8 inch diameter tree just inboard of the outer wing panel. It was noted that just prior to the port main landing gear touchdown, the aircraft hit and broke off two 9 inch diameter trees in the vicinity of the starboard wing root, obviously weakening it sufficiently to allow the aircraft to roll over on it. After the aircraft became inverted it skidded another 31 feet, came to rest on a heading of 300° and burst into flames. The tail section was the only major component left reasonably intact. All other major components were damaged beyond repair as a result of the impact and subsequent fire.

TRAINING SQUADRON FIVE AAR 5-68A

PART VII - THE INVESTIGATION AND ANALYSIS

1. Personnel Factors

a. Pilot Factors

(1) The flight was an authorized syllabus hop at ALF Barin Field, Foley, Alabama for the purpose of field carrier landing practice. This was the second flight of the day for the student pilot.

(2) Investigation revealed no abnormal events concerning the pilot's personal activities that could have contributed to this accident (Encl (10)).

(3) Investigation of the wreckage revealed that the landing gear was down and locked and the speed brake was extended at the time of impact, despite the statement of one witness (Encl (5)). Had Ensign KELLY immediately raised the landing gear and speed brake on initial indication of engine failure, his glide ratio would have been increased sufficiently to execute a wheels-up landing in an open field. In addition, had he continued the slight right turn observed in enclosure (5), he would have avoided the group of trees which he subsequently encountered (Encl (6) and (7)). It is evident that the pilot's actions contributed substantially to the severity of the accident.

b. Maintenance, Servicing and Ground Handling Personnel Factors.

(1) The investigation of all maintenance logs, records and procedures ascertained that the aircraft was ready for this flight (Encl (11)).

(2) The last calendar inspection was completed on 6 September 1967.

(3) Proper servicing and preflight requirements had been conducted.

c. Supervisory Factors

(1) The Board does not consider any supervisory factor as having contributed to this accident.

TRAINING SQUADRON FIVE AAR 5-68A

PART VII - THE INVESTIGATION AND ANALYSIS (CONT'D)

2. Material Failure or Malfunctions

a. A priority DIR on Engine Model R-1820-86A serial number 520721 was requested by TRARON FIVE Message 060230Z OCT 1967. The results of the DIR revealed that the number seven articulating rod fractured at the knuckle pin strap. Number eight articulating rod fractured at mid point and number six articulating rod was slightly bent and damaged. The number seven rod was considered to be the initial failure, setting up the chain of events which resulted in complete engine failure (Encl (12)).

3. Facilities

a. Facilities were not a factor in this accident.

4. NATOPS

a. Apparent failure of the pilot to retract his landing gear on initial indication of engine failure was not in accordance with recommended procedures outlined in the T-28 NATOPS Manual.

b. No change to NATOPS is recommended.

TRAINING SQUADRON FIVE AAR 5-68A

PART VIII - CONCLUSIONS

1. The Accident Board concludes that the primary cause of this accident was material failure of the number seven articulating rod of the engine resulting in complete loss of power.

TRAINING SQUADRON FIVE AAR 5-68A

PART IX - RECOMMENDATIONS

1. That continued emphasis be placed on a sound knowledge of emergency procedures with particular stress placed on the importance of retracting the landing gear and speed brake immediately when forced to ditch on unprepared terrain.
2. The nature of the mission of T-28 aircraft in the Naval Air Basic Training Command constantly exposes instructors and students to low altitude emergency situations. This situation is always present in Training Squadron FIVE operations in that aircraft are flown in the dirty configuration at a pattern altitude of 325' AGL, mostly over rough, unprepared terrain. Therefore it is recommended that suitable ejection seats be installed in T-28 aircraft in order to provide a better escape envelope for this type of operation.

VT-5 SERIAL 5-68A, 5 OCTOBER 1967, T-280, BUHO 146266, PILOT KELLY

3. THE ENCLOSURES

1. STATEMENT OF LCDR (b) (6) (CONTROLLING ISO)
2. STATEMENT OF AA (b) (6) (BARIN LINE DIVISION)
3. STATEMENT OF AA (b) (6) (BARIN LINE DIVISION)
4. STATEMENT OF ENS (b) (6) (STUDENT PILOT)
5. STATEMENT OF MR. (b) (6) (CIVILIAN)
6. PHOTO SHOWING FLIGHT PATH AND POSITION OF WITNESSES
7. PHOTO SHOWING FLIGHT PATH THROUGH THE TREES
8. PHOTO SHOWING GENERAL DAMAGE AND POSITION OF PILOT
9. PHOTO SHOWING GENERAL DAMAGE AND POLLED STARBOARD WING
10. MEDICAL OFFICER'S REPORT
11. MAINTENANCE OFFICER'S STATEMENT
12. DISASSEMBLY AND INSPECTION REPORT (PRELIMINARY) NARF PHOLA  
111934Z OCT 1967
13. RESCUE REPORT

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6 SERIES

STATEMENT OF LCDR (b) (6) USN, LSO, CONCERNING VT-5 AAR 5-68A

On 5 October 1967 I was controlling LSO for Flight 34 at ALF Barin Field. On the first hop of the day (CQ-10) the flight had had shifting wind and rough air and had consequently flown a poor FCLP hop. ENS KELLY did not participate in the breakup and rendezvous portion of the hop due to radio failure in the turn up area, but had joined the flight for 6 passes of the FCLP portion of CQ-10. The entire flight was generally disheartened due to this poor performance so during the debrief I told them that if the second hop was in smooth air and flown well I would double the hop and adjust the grades of the previous hop.

Flight 34 launched at approximately 1700 on runway 21. The wind was from 210° to 190°, 5-6 kts, and the air was smooth. All phases of the launch and hop were normal and the entire flight was doing an above average job of flying FCLP. At approximately 1730 after 10 passes, I commenced calling the flight down. At this time I heard, "MAYDAY MAYDAY MAYDAY, this is 725 (garbled) aircraft ahead of me crashed into trees on fire" or "aircraft ahead of me on fire crashed into trees." I hit the wave off light and turned to my right to search the pattern during this transmission. At this time, I noticed nothing unusual (I did not consciously count the aircraft). As I turned back toward the 180 position I noticed the black smoke starting to rise.

After transmitting crash, etc, and informing the fire house, I put the flight into Delta at 1000'. The crash crew and ambulance responded immediately, with (b) (6) A1, the LSO writer, riding the crash truck. (b) (5)

(b) (5)

(b) (5) I then had the flight clean up in the Delta Pattern and orbit until the SAR helo could be diverted from the crash scene to act as crash safety equipment. At approximately 1805 I had the flight enter the break and make normal landings.

During the post flight debrief of the previous (CQ-10) hop, ENS KELLY (b) (5) The entire flight showed normal concern due to their consistently below average performance (failure to fly 82 kt attitude). (b) (5)

(b) (5)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST F3750.6 SERIES  
ENCLOSURE (1) TO VT-5 AAR 5-68A

STATEMENT OF LCDR (b) (6) USN LSO. CONCERNING VT-5 AAR 5-68A (CONT'D)

I have been a Naval Aviator since 1952, have approximately 4000 flight hours and have been an LSO since 1954.

(b) (5)

LCDR USN

STATEMENT OF AA (b) (6) CONCERNING VT-5 AAR 5-68A

When I first saw 727 he was due east of me. I saw at that time black smoke coming from the airplane and told AN (b) (6) who was walking up to the line shack with me from the west end of the line. About 3 seconds after sighting the smoke the engine started to sputter and die, then fire and run again for about 2 seconds, then quit altogether. He didn't move his flaps or hook or wheels. I didn't see the speed brake. He had his wings level and was (b) (5) He kept losing altitude until I lost him in the trees. About 2 seconds later there was a big ball of fire and smoke where he had hit in the trees. (b) (5)

(b) (5) I still couldn't see the speed brake.

(b) (6)

AA

USN

This is considered to be a credible statement.

STATEMENT OF AA (b) (6) CONCERNING VT-5 AAR 5-68A

I saw aircraft 727 crash into what appeared to be trees. (b) (6)  
(b) (6) called my attention to it by saying " (b) (6) that bird is trailing smoke", at which time I looked toward the down wind leg of the FCLP pattern. I saw no smoke at this time but continued to watch the aircraft. About 3 or 4 seconds later I heard what sounded like engine failure. Perhaps 2 seconds later the bird started losing altitude and when I saw that he wasn't going to gain altitude I knew a crash was more than likely. I didn't see if the gear were up or down. The aircraft maintained the same attitude as if he were flying a normal pattern. He maintained this attitude until I lost sight of him. (b) (6)

This is considered to be a credible statement.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6 SERIES  
ENCLOSURE (3) TO VT-5 AAR 5-68A

STATEMENT OF ENS (b) (6) USN, STUDENT PILOT, CONCERNING VT-5 AAR 5-68A

I received my commission through KROTC on 27 January 1967, and was immediately ordered to Pensacola for flight training. I have my private pilot's license and about forty civilian hours.

ENS KELLY and I went through Flight Prep together and flew most of our formation hops together at Whiting Field. (b) (5)

(b) (5)

On Thursday, 5 October 1967, ENS KELLY (b) (5)

(b) (5)

At about 1700 we made a normal take-off and flew several FCLP approaches. On what was to be the final pass I was flying immediately behind ENS KELLY in the normal FCLP pattern and configuration. ENS KELLY was at about the abeam position when I noticed that he was descending and streaming black smoke. The smoke appeared to be coming from directly beneath the fuselage. At no time did I see ENS KELLY attempt to turn the aircraft. He flew straight ahead and crashed wings level into the trees just short of a farmer's field. From my position I was not able to tell whether or not his gear was up. The aircraft disappeared behind the trees and burst into flames upon impact. I then transmitted a may-day report to paddles.

I immediately cleaned up my aircraft and started orbiting Barin Field at 1000'. The crash truck on station at the duty runway was able to reach the scene fairly rapidly because it was easily accessible by road. The SAR helicopter did not arrive on the scene until about twenty minutes later. The SAR helicopter was not on Barin frequency, so one of the pilots orbiting the field had to come up on Guard and tell the helo to change frequencies. That same pilot, ENS (b) then had to relay messages between paddles and the helo because they could not establish radio contact.

A second crash truck was needed at the scene of the accident to help put out the fire, and a crash truck was needed on the duty runway to recover those of us still orbiting the field. Although there were two trucks in the hangar at

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.4 SERIES

ENCLOSURE (4) TO VT-5 AAR 5-68A

STATEMENT OF ENS (b) (6) USN, STUDENT PILOT

CONCERNING VT-5 AAR 5-68A, CONT'D)

Barin, there was no one there to man them. The SAR helicopter had to leave the scene and stand by the duty runway so that we could land.

(b) (5)



(b) (6)



ENS

USN

STATEMENT OF MR. (b) (6) (b) (6)

CONCERNING VT-5 AAR 5-68A

On October 5, 1967 at about 5:45 PM, I was in my back yard and heard an aircraft backfiring and sputtering. I turned around and saw the aircraft in a slight right turn coming toward my barn. Initially his altitude looked normal as I constantly observe aircraft at Barin Field. At that time the engine picked up and sounded like it was running normally. Then the engine popped a few times and quit. Just before the engine quit the gear looked like it started to come up. A few seconds later the aircraft started settling into the trees in a near level attitude. For a second I lost sight of him behind the trees and the next thing I saw was the flash fire. I then got into my pickup and drove to within 300 feet of the wreckage. I got out and ran directly toward the aircraft to see if I could see or help the pilot in any way.

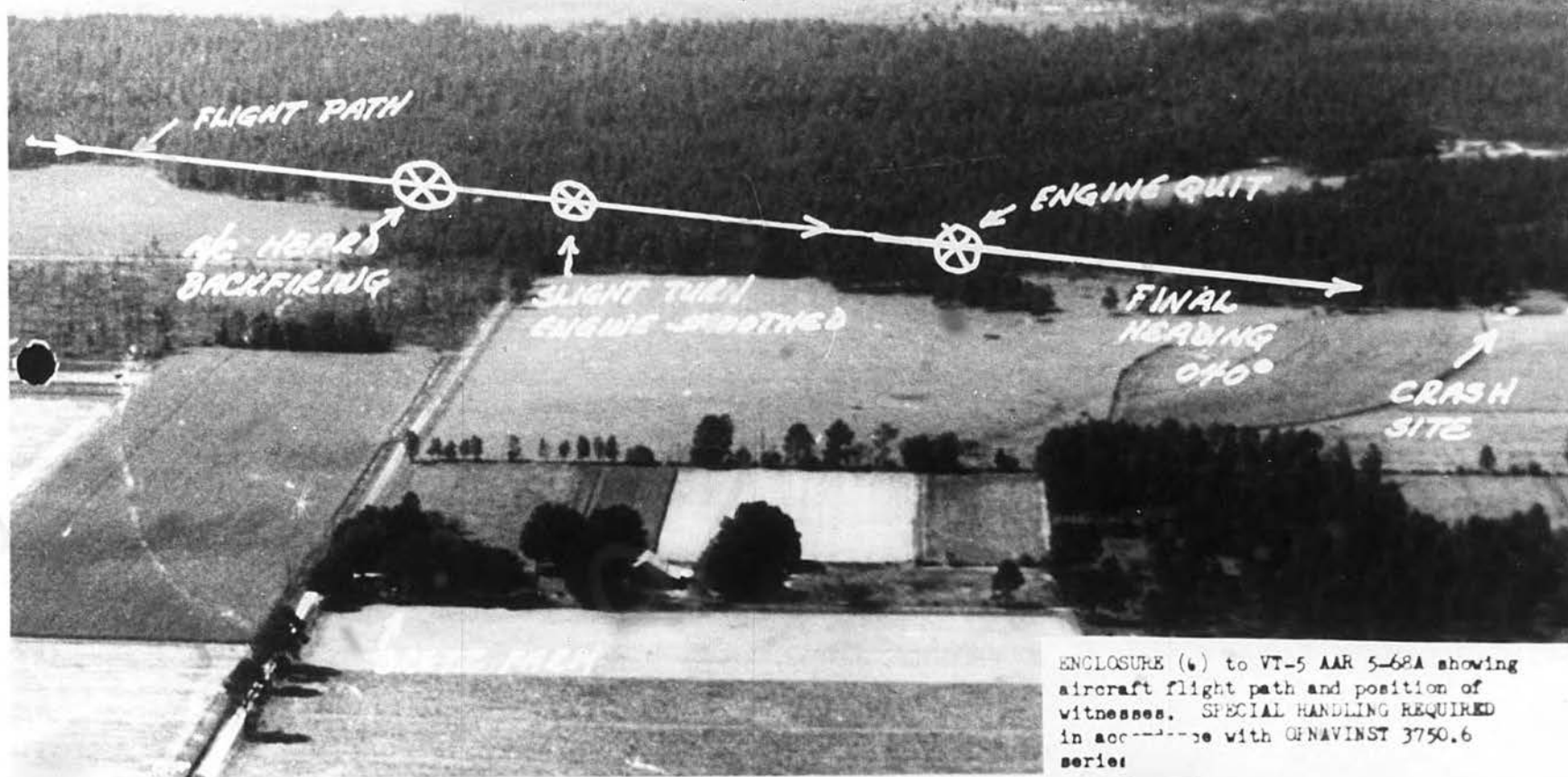
(b) (5)

I have no previous aeronautical experience.

I am employed by NARF Pensacola as an aircraft preservation mechanic. I work with T-28, S2F, T-24, T-2B, F9F, HU-16, T-34, and occasionally a C-45. I have worked at NARF Pensacola since August 8, 1955.

(b) (6)

This is considered to be a credible statement.



ENCLOSURE (6) to VT-5 AAR 5-68A showing aircraft flight path and position of witnesses. SPECIAL HANDLING REQUIRED in accordance with OPNAVINST 3750.6 series



ENCLOSURE (7) to VT-5 AAR 5-68A showing flight path through the trees and port wing tip. SPECIAL HANDLING REQUIRED in accordance with OPNAVINST 3750.6 series.



ENCLOSURE (8) to VT-5 AAR 5-2A showing  
general damage and position of pilot.  
SPECIAL HANDLING REQUIRED in accordance  
with OPNAVINST 3750.6 series.



ENCLOSURE (1) to VT-5 AAR 5-68A showing general damage and folded starboard wing. SPECIAL HANDLING REQUIRED in accordance with OPNAVINST 3750.6 series.

110 05 101

REPORT OF POST-MORTEM BIOCHEMICAL FINDINGS ON AIRCRAFT ACCIDENT FATALITY T-28C 146266

<b>IDENTIFICATION</b>  KELLY, JAMES ROBERT 24/67 (b) (6) HHS/USNR US NAVAL AIR STATION PENSACOLA FLA 30 OCT 67 167-76 AF 88 FROZEN T FIXED T, PHOTOS, KODA	<b>TO</b> Chief, Laboratory Service US Naval Air Station Pensacola, Florida  <b>CC</b> CO, USNASC, Norfolk, Va CMO OP-05F, Wash., D. C.
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1. AIRCRAFT ACCIDENT DATA: AIRCRAFT TYPE: AIRCRAFT SERIAL NUMBER:

2. TOXICOLOGY:

A. CARBON MONOXIDE

BLOOD OR TISSUE CONCENTRATION EXPRESSED AS CARBOXYHEMOGLOBIN SATURATION IS (b) (6)

TEST NOT PERFORMED (SEE REMARKS BELOW)

CARBOXYHEMOGLOBIN SATURATIONS OF 10% OR ABOVE ARE CONSIDERED ELEVATED VALUES.

B. LACTIC ACID

THE CENTRAL NERVOUS SYSTEM LACTIC ACID CONCENTRATION IS (b) (6)

TEST NOT PERFORMED (SEE REMARKS)

VALUES OVER 200 MM% ARE CONSIDERED TO BE INDICATIVE OF CENTRAL NERVOUS SYSTEM HYPOXIA. THIS MAY BE DUE TO ONE OF SEVERAL CAUSES: (1) HIGH ALTITUDE EXPOSURE TO LOW OXYGEN TENSION; (2) REDUCED OXYGEN SUPPLY; (3) PROLONGED SHOCK; (4) TRAUMATIC INJURIES WHICH IMPAIR ADEQUATE OXYGENATION AND/OR CIRCULATION OF BLOOD TO THE CENTRAL NERVOUS SYSTEM.

NON ELEVATED VALUES DO NOT RULE OUT HYPOXIA AS A CAUSE OF THE ACCIDENT

C. ALCOHOL

ETHYL ALCOHOL CONCENTRATION IS (b) (6)

TEST NOT PERFORMED (SEE REMARKS)

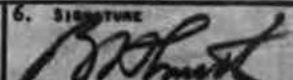
D. DRUGS

DETERMINATION FOR DRUGS OR POISONS WILL BE DONE ON REQUEST FROM THE SUBMITTING FACILITY.

E. REMARKS

Condition of specimen: Good

NOTE: FROZEN TISSUE WILL BE HELD FOR TWENTY (20) DAYS. IF SPECIAL STUDIES OR FURTHER INFORMATION ARE DESIRED, SUBMIT REQUEST BY POST IMMEDIATELY. CONSULTATION SERVICE FROM THE AEROSPACE BRANCH, AFIP, IS AVAILABLE ON 24 HOUR BASIS. (b) (6) WASHINGTON, D. C., RANDOLPH 3-1388 OR RANDOLPH 3-1000, EXTENSION 33.

3. EXAMINATION AND REPORT BY: Col. (b) (6)	5. APPROVED BY: BRUCE H. SMITH Captain, MC, USA The Director	6. SIGNATURE 
4. DATE OF REPORT: 7 November 1967		

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT, OR GROUND ACCIDENT - PAGE

OPNAV FORM 3750-4 (REV. 3-63)

SPECIAL HANDLING REQUIRED - See OPNAVINST 3750.6E for instructions.

OPNAV REPORT 3750-7

SECTION A - IDENTIFICATION

1. FROM (Name and mailing address of activity): U. S. Naval Auxiliary Air Station Saufley Field, Pensacola, Fla. 32510		2. MOB NUMBER 6-68	3. LEAVE BLANK
4. TYPE OF MISHAP <input checked="" type="checkbox"/> ACCIDENT <input type="checkbox"/> GROUND ACCIDENT <input type="checkbox"/> INCIDENT		5. TIME & DATE 1735 5 Oct 1967	6. GEOGRAPHICAL LOCATION 1/2 mile northeast of ALF Barin Field, Foley, Ala.
7. MODEL A/C T-28C	8. BUNO 116266	9. NO. OF OCCUPANTS 1	10. DAMAGE CODE Alfa
11. UNIT OPERATING A/C Training Squadron Five		12. UNIT OPERATING A/C	
13. INDIVIDUALS INVOLVED USE ADDITIONAL SHEETS IF REQUIRED NAME (Last, first and middle initial)		14. UNIT TO WHICH ATTACHED	15. RANK/ RATE
A. KELLY, James Robert		VT-5	Ens
B.			
C.			
D.			
16. FILE/SERV. NO. DESIGNATOR		17. DUTY ASSIGNMENT ABOARD A/C	18. DATE OF LAST PHYSICAL
(b) (6)		SNA	5 JUN 1967
19. PHYSICALLY QUALIFIED FOR FLIGHT		20. BRANCH OF SERVICE	21. INJURY CODE
Yes		USNR	A
22. DISPO. SITION		23. CLARIFICATION OF ITEMS 13-22 WHEN NECESSARY	
F			

24. MODEL OTHER A/C IF INVOLVED	25. BUNO	26. NO. OF OCCUPANTS	27. UNIT OPERATING A/C	28. DAMAGE CODE	29. MOB NO.

30. NARRATIVE ACCOUNT OF MISHAP (Use additional 8 x 10 1/2 sheets if required)

At approximately 1650 Ensign James R. KELLY took off to fly VT-5's auxiliary hop FCLP #16. Conversation with other members of his flight would indicate that (b) (5). Although no one watched Mr. KELLY pre-flight his aircraft, (b) (5). The weather was reported as ceiling unlimited with visibility unlimited ten miles and wind 210° at four knots. The temperature was 80°, dewpoint 60°, and the altimeter read 30.03.

As Mr. KELLY was approaching the 180° position for his 11th touch and go landing on runway 21 he was noted, by the pilot in the following aircraft, to slowly lose altitude. The pilot Mr. (b) (5) who immediately followed Mr. KELLY in the pattern then noted black smoke from the under surface of Ensign KELLY's fuselage. He continued his descent straight ahead and was followed visually by Mr. (b) (5) until Mr. KELLY disappeared behind a clump of trees on the edge of an open field. Shortly thereafter Mr. (b) (5) saw an explosion and a column of smoke appear from the wrecked aircraft and then called his Mayday.

31. PRIMARY CAUSE FACTOR ASSIGNED BY ACCIDENT BOARD

MATERIAL FAILURE

32. CONTRIBUTING CAUSE FACTOR ASSIGNED BY ACCIDENT BOARD

NONE

33. POSSIBLE CAUSE FACTOR ASSIGNED BY ACCIDENT BOARD

NONE

34. HAVE ALL FINDINGS, CONCLUSIONS, & RECOMMENDATIONS BEEN MADE AVAILABLE TO THE A/C ACCIDENT BOARD? IF NO, EXPLAIN.

YES ☒ NO ☐

35. REPORT PREPARATION CHECK LIST

<input checked="" type="checkbox"/> ALL PARTS OF FORM COMPLETED	<input checked="" type="checkbox"/> DRAWINGS, SKETCHES, PHOTOS	<input type="checkbox"/> SURVIVORS' NARRATIVES	<input checked="" type="checkbox"/> WITNESS STATEMENTS	<input checked="" type="checkbox"/> CONCLUSIONS & RECOMMENDATIONS	<input checked="" type="checkbox"/> REQUIRED COPIES FURNISHED
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36. (b) (6)	DATE 21 OCT 1967	37. FORWARDED (Name & signature of appointing authority) J. H. [Signature] USN	DATE 1 Nov 67
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MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT, OR GROUND ACCIDENT - PAGE 2

OPNAV FORM 3750-6A (REV. 3-63)

SPECIAL HANDLING REQUIRED. - See OPNAVINST 3750.6E for instructions.

OPNAV REPORT 3750-7

SECTION B - FACTORS CONTRIBUTING TO OR RELATING TO MISHAP BY PHASE OF MISHAP (List in order in accordance with Section B of Inst.)

1. FACTORS	2. PHASE OF MISHAP (See code at right)				PHASE CODE: A - ACCIDENT E - ESCAPE/EGRESS S - SURVIVAL R - RESCUE	FACTOR WEIGHT: M - MAJOR C - CONTRIBUTING Q - QUESTIONABLE OR POSSIBLE
	A	E	S	R		
Material Failure	M					REMARKS  Fracture of number seven articulating rod at knuckle pinstrap and fracture of numbers six and eight articulating rods at the mid point.

SECTION C AIR CREW DATA

1. FLIGHT TIME LAST 30 DAYS (All models)	31.4
2. FLIGHT TIME LAST 24 HOURS (All models)	1.3
3. NO. FLIGHTS LAST 24 HOURS (Include present flight)	2.0
4. TIME AT CONTROLS THIS FLIGHT	0.7
5. TOTAL FLIGHT TIME ALL MODELS	137.0
FLIGHT TIME	6. TOTAL 7. LAST 30 8. 60 DAYS 9. 90 DAYS
THIS MODEL	112.5 31.4 67.0 82.0
10. NO. GROUNDINGS PAST YEAR	0
11. NO. DAYS GROUNDED PAST YEAR	0
12. DATES AND TYPES OF PRIOR MISHAPS	None

13. NO. HRS. IN A DUTY STATUS LAST 24 HRS. 5 1/2

14. DIRECTION FACING AT TIME OF MISHAP Forward

15. LOCATION AT TIME OF MISHAP Front Cockpit

SECTION D ANTHROPOMETRIC DATA (Compare with health record)

AGE 24

HEIGHT (b) (6) IN.

WEIGHT (b) (6) LB.

A. SITTING HEIGHT (b) (6) IN.

B. TRUNK HEIGHT (b) (6) IN.

C. FUNCTIONAL REACH IN.

D. BUTTOCK - KNEE IN.

E. LEG LENGTH IN.

F. SHOULDER WIDTH (BIACROMIAL) IN.

16. LABORATORY TESTS AND RESULTS

SPECIMEN	TEST PERFORMED	RESULTS	SPECIMEN	TEST PERFORMED	RESULTS	
BLOOD	1.		TISSUE (CNS)			
	2.			MUSCLE		
	3.			VISCERA		
URINE			OTHER:			
G.I. CONTENT						

17. X-RAY RESULTS

WOR NO.	MODEL A/C	SUNG	IDENTIFICATION OF INDIVIDUAL
6-58	T-28C	146266	SNA
NAME OF INDIVIDUAL			
KELLY, James Robert Ens (b) (6) USNR			

OP-037

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT, OR GROUND ACCIDENT - PAGE 1

OPNAV REPORT 3750-7

OPNAV FORM 3750-88 (REV. 3-63)

SPECIAL HANDLING REQUIRED - See OPNAV INST 3750.5E for instructions.

SECTION E

INDIVIDUAL CHRONOLOGICAL DATA

SEE PAGE 8 PARA. 10 OF INSTRUCTION  
TO BE COMPLETED ON PLANE COMMANDER, PILOT, CO-PILOT, OTHER INDIVIDUAL  
IN CONTROL OF AIRCRAFT AT TIME OF MISHAP, AND/OR INDIVIDUAL CAUSING THE MISHAP

USE LOCAL TIME AND BRIEFLY RECORD ACTIVITY WITHIN EACH COLUMN

48 HOURS PRIOR TO MISHAP			
TIME		TIME	
3 OCT 67		5 OCT 67	
1200	Muster	1200	Muster
1800	Secure		
4 OCT 67			
0640	Muster		
1130	Secure		
Note:	No other personal chronological information available. Mrs. Kelly left town shortly after the accident and this examiner had no opportunity to talk with her prior to her departure. Close friends were unable to furnish further information.	ACCIDENT PHASE 1735	Material failure and subsequent crash into trees on edge of field.
		ESCAPE PHASE	
		SURVIVAL PHASE	

TIME OF RESCUE

NO. NO.	MODEL A/C	SURO	IDENTIFICATION OF INDIVIDUAL
6-68	T-28C	146266	SWA
NAME OF INDIVIDUAL			
KELLY, James Robert Ens USNR (b) (6)			

OP-057

U. S. GOVERNMENT PRINTING OFFICE: 1964-71300

# MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT, OR GROUND ACCIDENT - PAGE

OPNAV FORM 3750-8C (REV. 9-63)

SPECIAL HANDLING REQUIRED - See OPNAV 3750.6H for Instructions.

OPNAV REPORT 3750-7

## SECTION F

## PATHOLOGICAL DATA

(Refer to Section F of Instructions.)

### 1. INJURY CODE AND DISPOSITION

A F  
3. UNCONSCIOUSNESS

☐ NO ☐ YES DURATION:

4. DROWNED  
☐

5. ASPHYXIATED  
☐

6. SHOCK  
☐ MILD ☐ MODERATE ☐ SEVERE

7. EXPOSURE  
☐ MILD ☐ MODERATE ☐ SEVERE

8. EXTENT OF CARBONIZATION

9. IF ADMITTED TO SICK LIST, GIVE DIAGNOSIS

10. PLACE OF HOSPITALIZATION

11. GROUNDING? IF YES, GIVE REASON

☐ NO ☐ YES

12. DURATION (See Instruction)

13. PRIMARY CAUSE OF DEATH

See Autopsy Protocol

14. SECONDARY CAUSE OF DEATH

See Autopsy Protocol

15. AUTOPSY CONDUCTED BY:

☒ PATHOLOGIST, MEDICAL OFFICER PRESENT

☐ PATHOLOGIST, MEDICAL OFFICER NOT PRESENT

☐ MEDICAL OFFICER

☐ PROTOCOL ATTACHED

☐ WILL BE FORWARDED

17. WAS "AUTOPSY MANUAL, NAVMED PS045" USED?

☒ YES ☐ NO

18. IF NO AUTOPSY CONDUCTED, GIVE REASON

19.

INJURIES

PHASE SUSTAINED

A E S R

CAUSE AND MECHANISM (If unknown, theorize)

1. (b) (6)

X

1. (b) (6)

2.

X

2.

3.

X

3.

4.

X

4.

5.

X

5. Same as number 4.

6.

X

6. (b) (6)

7.

X

7.

8.

X

8.

9.

X

9.

20. REMARKS

NO. NO.

6-68

MODEL A/C

T-28C

BUNG

146266

IDENTIFICATION OF INDIVIDUAL

SNA

NAME OF INDIVIDUAL

KELLY, James Robert Ens USNR (b) (6)

OF-657

G-2 U. S. GOVERNMENT PRINTING OFFICE: 1964-710647

SECTION F (Continued)

SURFACE INJURIES

DESCRIBE AND SHOW GRAPHICALLY BY OUTLINING AND SHADING AFFECTED AREAS  
ALL LACERATIONS, ABRASIONS, CONTUSIONS, PUNCTURE WOUNDS, SPRAINS AND BURNS  
RECORD ALL INJURIES NO MATTER HOW TRIVIAL, WHETHER PATIENT LIVED OR DIED

(b) (6)

MOR NO.	MODEL A/C	BURG	IDENTIFICATION OF INDIVIDUAL
6-68	T-280	146266	SNA
NAME OF INDIVIDUAL			
KELLY, James Robert			
ENS USNR (b) (6)			

OP-657 U. S. GOVERNMENT PRINTING OFFICE: 1964-71506

SECTION F (Continued)

SKELETAL INJURIES

DESCRIBE AND SHOW GRAPHICALLY BY OUTLINING  
ALL FRACTURES BY TYPE (Simple, compound, comminuted, etc.) AND DISLOCATIONS INDICATING DIRECTION OF DISPLACEMENT.

(b) (6)

DESCRIBE AND SHOW GRAPHICALLY: 1. ALL FRACTURES OF SPINAL COLUMN (Simple, compressed, etc.)  
2. DISLOCATION AND DIRECTION OF DISPLACEMENT. 3. SITES OF CORD DAMAGE, IF ANY.

DETAILS OF SPINAL INJURIES

(b) (6)

NR NO.	MODEL A/L	SNR	IDENTIFICATION OF INDIVIDUAL
6-68	T-280	146266	SNA
NAME OF INDIVIDUAL			
KELLY, James Robert ENS USNR (b) (6)			
UP-007			

SECTION G ESCAPE, PERSONAL AND SURVIVAL EQUIPMENT  
LIST AND CODE IN ACCORDANCE WITH SECTION G OF INSTRUCTION: PHASE CODES: A-ACCIDENT/MISHAP E-ESCAPE/EGRESS PHASE  
S-SURVIVAL R-RESCUE PHASE

1. EQUIPMENT DESCRIPTION INCLUDING SPECIFIC MODEL DESIGNATION	2. MODIFICATION	3. RE-REQUIRED	4. AVAILABLE	5. NEED	6. USED	7. FAILED	8. REMARKS (Explain failures, loss, and/or difficulty encountered. Use additional 8x10 1/2 plain paper if needed.)
Shoulder Harness (MS 16069/1)	None	Y	A	A	A		* Unable to be determined from the wreckage debris
Lap Belt (22033/1)	None	Y	A	A	A		
Inertia Reel (MH-1)	None	Y	A	A	A		
Flight Suit, Summer Tan	None	Y	A	A	A		
Helmet (APH-6A)	None	Y	A	A	A		
Visor, Tinted	None	Y	A	A	A		
Field Shoe (M-1)	None	Y	A	A	A		
Gloves, Summer	None	Y	A	A	A		
Knife, Survival	None	Y	A				
First Aid Kit	None	Y	A				
Parachute (NB-6)	None	Y	A				
Life Jacket (MK-2)	None	Y	A				
Liferaft (PK-2)	None	Y	A				

SECTION H NARRATIVE OF ESCAPE/EGRESS, SURVIVAL AND RESCUE PHASES

MOR NO. 6-68	MODEL A/C T-28C	SUNO 146266	IDENTIFICATION OF INDIVIDUAL SNA
NAME OF INDIVIDUAL KELLY, James Robert			
ENS USNR (b) (6)			

# MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, INCIDENT, OR GROUND ACCIDENT. PAGE 6

OPNAV REPORT 5750-1

OPNAV FORM 5750-86 (REV. 3-83)

SPECIAL HANDLING REQUIRED. See OPNAV INST 5750.88 for instructions

## SECTION I DETAILS OF ESCAPE/EGRESS/SURVIVAL PHASES REFER TO SECTION I OF INSTRUCTIONS

### 1. TOPOGRAPHY OF INDIVIDUAL'S LANDING SITE

☐ WATER ☒ LAND ☐ OTHER

### 2. TYPE OF EGRESS

☐ EJECTION ☐ BAILOUT ☐ UNDERWATER ☐ NORMAL ☐ OTHER (State type)

Q	E	REMARKS
<input checked="" type="checkbox"/>		3. NOT ATTEMPTED
		4. ATTEMPTED
		5. ACCOMPLISHED
		6. THRU CANOPY
YES	NO	EGRESS DIFFICULTIES IF YES, EXPLAIN DIFFICULTIES
	<input checked="" type="checkbox"/>	7. PRIOR TO EGRESS
	<input checked="" type="checkbox"/>	8. DURING EGRESS
	<input checked="" type="checkbox"/>	9. SUBSEQUENT TO EGRESS

### 10. GIVE TYPE AND MODEL OF EJECTION SEAT USED

11. METHOD OF FIRING SEAT  
☐ PRIMARY ☐ SECONDARY ☐ OTHER

### 12. SEQUENCE OF EJECTION

### 13. POSITION OF SEAT ON EJECTION

☐ UP ☐ DOWN ☐ FORWARD ☐ AFT ☐ OTHER

### 14. ATTITUDE OR MANEUVER OF A/C AT EXIT

### 15. AIRSPEED

### 16. ALTITUDE AT TIME OF EXIT (FEET)

### 17. ALTITUDE OF PARACHUTE OPENING

### 18. WEIGHT

ABOVE SEA LEVEL ABOVE TOPOGRAPHY

### 19. TIME IN WATER

### 20. TIME IN RAFT

### 21. WIND VELOCITY

### 22. WAVE HEIGHT

### 23. WAVE INTERVAL

### 24. AIR TEMPERATURE

### 25. WATER TEMPERATURE

### 26. VISIBILITY

### 27. ALERTING FACTORS

Pilot in aircraft behind Mr. KELLY saw the crash and called Mayday

### 30.

### 31.

### 28. MEANS OF LOCATING ACCIDENT SITE

Column of smoke from burning aircraft

### 32.

### 33.

### 29. MEANS OF LOCATING SURVIVOR

Dug out of wreckage

### 34.

### 35.

### 28. DID INDIVIDUAL DEPART FROM LANDING SITE?

(If Yes, Explain reason and sequence up to rescue)

☒ NO ☐ YES

### TRAINING FACTORS

### SECTION J

### 1. DATE OF LAST TRAINING

LPC 7 MAR 1967 EJECTION TOWER 29 MAR 1967 EJECTION SEAT SURVIVAL

### 2. DID THE LACK OF TRAINING AND/OR EXPERIENCE PLAY A PART IN ANY PHASE OF THIS MISHAP? (If yes, explain)

☐ NO ☒ YES Mr. KELLY neglected to raise his landing gear once he realized he was in an emergency situation

BOB NO. MODEL A/C BUHQ IDENTIFICATION OF INDIVIDUAL

6-68 T-28C 146266 SNA

NAME OF INDIVIDUAL

KELLY, James Robert ENS USNR (b) (6)

OP-03F

☆ U. S. GOVERNMENT PRINTING OFFICE: 1964-718

ENCLOSURE (1)

USNAAS SAUFLEY FIELD, PENSACOLA, FLORIDA MOR #6-68  
OCCURRING 5 OCTOBER 1967, CONCERNING JAMES ROBERT  
KELLY, (b) (6) ENSIGN USNR

CONCLUSIONS AND RECOMMENDATIONS

Witnesses state that they heard Mr. KELLY'S aircraft sputter and backfire about midfield in the pattern and then commence to trail black smoke and descend. The aircraft was then noted to "catch on" and run smoothly for a few seconds before it began again to backfire and then quit. Mr. KELLY was seen to continue his descent straight ahead with wings level until his port wing hit several pine trees which put the aircraft into a left skid with a 30° angle of bank to the left. Then the port wing is thought to have struck the base of a big pine tree with simultaneous collapse of the nose gear. With this collapse the engine dug into the ground and flipped the aircraft inverted to the right and folded the starboard wing beneath the inverted fuselage. The aircraft burst into flames immediately thus (b) (6)

(b) (6)

It is postulated by the Accident Board that if Mr. KELLY had raised his landing gear in accordance with emergency procedures, he probably would have cleared enough of the trees to allow him to make a landing in the adjacent open field.

(b) (5)

(b) (5)

In conclusion, it is recommended that continued emphasis be placed on the necessity for all pilots to be unquestionably, thoroughly, and completely familiar with all emergency procedures. Furthermore, it is strongly recommended that a study be instituted to determine the feasibility of installing ejection seats in the T-28C. In this accident and many similar in the past, (b) (5)

(b) (5)

(b) (5)

STATEMENT OF LCDR (b) (6) USNR, MAINTENANCE OFFICER, TRACON FIVE  
CONCERNING VT-5 AAR 5-68A.

1. The results of the priority DIR on the Engine Model R-1820-86A Ser. No. 520721 revealed the number seven articulating rod fractured at the knuckle pin strap and the cylinder skirt. Broken number eight articulating rod fractured at mid point and number six rod was slightly bent and damaged. Number seven rod is considered to be the initial failure. Reference NARF MSG. 11 1934Z OCT. 1967.
2. A review of the history of the engine indicates that prior to the accident the material and mechanical conditions were satisfactory. Immediately preceding the crash the aircraft had flown 12 consecutive flights for a total of 6.8 hours without any discrepancies being reported.

(b) (6)  
LCDR USNR

NNNNZCZC 5AU 394

VT-5

RTTUZYUW RUCLMHA0405 204192Z-0000--RUCILSA,  
ZNR UUUUU  
R 111934Z OCT 67  
FM NAVAIREWORKFAC PNCLA  
TO ZEN/NAVAIRSYS COMREP PNCLA  
ZEN/TRARON FIVE  
INFO ZEN/CNATRA  
ZEN/CNABATRA  
RUCILSA/NAVAVNSAFECEN

BT

UNCLAS

PRD DIR ON R1820-06A ENG SER 522731

A. NAVAIRSYS COMREP PNCLA 061018Z OCT 67

B. NAVAIRSYS COMREP PNCLA CONTROL NR R1820-23-68

C. TRARON FIVE AAR 5-68A

D. NAVAIRINST 4710.6

1. ENGINE SUSTAINED SEVERE IMPACT AND FIRE DAMAGE.

FRONT CRANKCASE FRACTURED AND BROKEN. ALL ACCESSORIES  
AND ENGINE COMPONENTS AFT OF POWER CASE DESTROYED BY FIRE.

2. DISASSEMBLY INSPECTION REVEALED NUMBER SEVEN ART ROD  
FRACTURED AT KNUCKLE PIN STRAP AND CYLINDER SKIRT BROKEN.  
NUMBER EIGHT ART ROD FRACTURED AT MID POINT AND NUMBER SIX

PAGE TWO RUCLMHA0405 UNCLAS

SLIGHTLY BENT AND DAMAGED.

3. DISASSEMBLY OF PROP AND PROP GOV REVEALED NO CONTRIBUTING  
FACTORS. CARB TOO BADLY DAMAGED TO CHECK.

4. ANALYSIS OF NUMBER SEVEN ROD COULD NOT ESTABLISH CAUSE OF  
FAILURE. NUMBER EIGHT ROD RAILED FROM OVERLOAD. NUMBER SEVEN  
CONSIDERED TO BE INITIAL FAILURE.

5. DIRS FOLLOW.

BT

VT5.....JOMAX.....

TOR225/Z

11 OCT 67/VJ

LNR26

111934Z

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P3750.6 SERIES  
ENCLOSURE (12) TO VT-5 AAR 5-68A

# RESCUE REPORT

OPNAV FORM 3750-12 (2-65)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST P 06  
INSTRUCTIONS: SEE REVERSE

90-67

OPNAV REPORT SYMBOL 3750-12

1. FROM <b>COMMANDING OFFICER, NAS PENSACOLA, FLORIDA</b>		2. DATE OF MESSAGE <b>5 OCT 1967</b>	3A. DATE OF RESCUE <b>NA</b>
3. LOCATION AND DUTIES OF RESCUE VEHICLE <b>NAS PENSACOLA SEARCH AND RESCUE</b>		4. RESCUE VEHICLE (Type/model) <b>UH-34J/UH-2B</b>	
5. NUMBER OF PERSONNEL <b>5</b>	5A. IN RESCUE VEHICLE OR ON RESCUE TEAM <b>4</b>	5B. TO BE RESCUED <b>1</b>	5C. RESCUED <b>0</b>
6. RESCUE BACK UP MEANS <b>NA</b>		7. TIME SEQUENCE OF EVENTS (Local Date Time Group)	
7A. Alert Received Method <b>1745 R BASIC TRAINING COMMAND TELEPHONE</b>		8. WEATHER CONDITIONS AT RESCUE SITE	
7B. Vehicle Reported Distance to Scene <b>1746 R 276/16 FROM NAS TACAN</b>		8A. WATER TEMPERATURE <b>°F</b>	8B. AIR TEMPERATURE <b>°F</b>
7C. Arrival on Scene Search Required <b>1756 R NONE</b>		8C. WIND VELOCITY <b>NA</b>	
7D. Located Survivor Method of Locating <b>NA VISUAL</b>		8D. SEA STATE/WAVE HEIGHT/FREQUENCY/TERRAIN DESCRIPTION <b>NA</b>	
7E. Signal Received What Was Sighted First <b>NA BURNING AIRCRAFT</b>		9. EQUIPMENTS ACTUALLY USED DURING RESCUE <b>NA</b>	
7F. Aided Retrieval Subsequently <b>NA NA</b>			
7G. Survivor(s) Location (If different from Item 3) <b>NA NA</b>			

10. DIFFICULTIES ENCOUNTERED (List all difficulties and effect on final outcome of rescue attempt, i.e., ALERTING PERIOD, SEARCH/LOCATING, RETRIEVING, POST-RETRIEVAL)

PERSONNEL REQUIRING RESCUE NAME—LAST FIRST INITIAL	GIVE REASON FOR RESCUE	FACTORS COMPLICATING RESCUE ATTEMPT <i>Physical condition, ignorance of equipment, sea state, etc.</i>
KELLY, JAMES R.	AIRCRAFT CRASH	CODE ALPHA
ENS, (b) (6)		

12. REMARKS: (Training of rescue teams or crews, communication equipments/technique, retrieval equipments/techniques, rescue vehicle)

## 1. SEE CHRONOLOGICAL SEQUENCE OF EVENTS

DIST: AVIATION SAFETY OFFICER, VT-5 (ORIG)  
 CDR, USNASC, NORFOLK, VA. (1 COPY)  
 CHO (OP-05F) (1 COPY)  
 CDR, NAVAIRSYSCOM (AIR-404) (1 COPY)  
 VT-5 COMMANDING OFFICER (1 COPY)  
 COMMANDING OFFICER, NAAS SAUFLEY FIELD (1 COPY)  
 COMMANDANT, COAST GUARD (OSR) (1 COPY)

13. ATTACH ENCLOSURES: Narratives of search, location and retrieving—Survivor's statements

14. NAME AND TITLE OF SUBMITTING OFFICIAL <b>(b) (6) CDR, USCG, SAR OFFICER</b>	<b>(b) (6)</b>
<b>(b) (6) CDR, By direction</b>	<b>(b) (6)</b>

ENCLOSURE (13) TO VT-5 AAR 5-68A

9 OCT 1967

CHRONOLOGICAL SEQUENCE OF EVENTS

051745 RCC received alert via Basic Training Command telephone extension 3222 from Mrs. (b)(6) of Alberta, Alabama who reported that an aircraft had just crashed near her home. Location of crash site one mile west and one mile south of Alberta. Aircraft is on fire.

051746 UH-34J 145667 (Pedro) airborne proceeding to crash site.

051747 RCC received above crash information from NAAS Sauflley Field via crash net 30-GP-1086. Aircraft identified as T-28 28727.

051755 RCC notified Basic Safety of crash.

051756 Pedro on deck at crash site. One crash truck at scene; aircraft still burning. Doctor and crewmen out of Pedro to assist crash crew.

051800 Pedro airborne crash site proceeding to Barin Field.

051803 Pedro on deck Barin Field standing by for ISO to land remainder of flight.

051810 Pedro airborne Barin Field to direct additional crash equipment to scene.

051811 Pedro reported to RCC that aircraft crashed inverted and at present is still burning. Unconfirmed Code Alpha. Basic Safety notified.

051816 Pedro on deck at crash site.

051832 Pedro airborne proceeding to Barin Field to pick up VT-5 Safety Officer.

051835 Pedro on deck Barin Field.

051837 Pedro airborne Barin Field to take Safety Officer and direct additional crash equipment to site. Aircraft at this time still burning. Pilot confirmed Code Alpha.

051845 Pedro on deck crash site.

051855 UH-2B 151328 returning from NAAS Whiting Field diverted to scene for airborne radio relay.

051858 Pedro 328 on scene crash site.

051859 Pedro 328 relayed information from RCC that either the doctor or corpsman must go to Foley, Alabama for the coroners permit.

051926 Pedro 667 airborne crash site. 328 and 667 departing scene returning NAS Pensacola. Doctor left on scene.

051940 Pedro 328 and 667 on deck NAS Pensacola.  
Case closed.

UH-34J BUNO 145667 CREW LIST

Pilot: LT (b) (6)

Medical: LT

Crew: AMH3 (b) (6)  
ATN2

UH-2B BUNO 151328 CREW LIST

Pilot: LT (b) (6)

Crew: ADJ2 (b) (6)  
ADR2

NNNNZCZCNASC885RZCZCNASC886  
RTTUZYUW RUCLMHA0405 2841927-UUUU--RUCILSA.  
ZNR UUUUU  
R 111934Z OCT 67  
FM NAVAIREWORKFAC PNCLA  
TO ZEN/NAVAIRSYSCOMREP PNCLA  
ZEN/TRARON FIVE  
INFO ZEN/CNATRA  
ZEN/CNABATRA  
RUCILSA/NAVAVNSAFECEN  
BT

885/67

Cog: M & M

UNCLAS  
PRI DIR ON R1820-86A ENG SER 520721  
A. NAVAIRSYSCOMREP PNCLA 061818Z OCT 67  
B. NAVAIRSYSCOMREP PNCLA CONTROL NR R1820-20-68  
C. TRARON FIVE AAR 5-68A  
D. NAVAIRINST 4730.6  
1. ENGINE SUSTAINED SEVERE IMPACT AND FIRE DAMAGE.

FRONT CRANKCASE FRACTURED AND BROKEN. ALL ACCESSORIES  
AND ENGINE COMPONENTS AFT OF POWER CASE DESTROYED BY FIRE.  
2. DISASSEMBLY INSPECTION REVEALED NUMBER SEVEN ART ROD  
FRACTURED AT KNUCKLE PIN STRAP AND CYLINDER SKIRT BROKEN.  
NUMBER EIGHT ART ROD FRACTURED AT MID POINT AND NUMBER SIX

PAGE TWO RUCLMHA0405 UNCLAS  
SLIGHTLY BENT AND DAMAGED.  
3. DISASSEMBLY OF PROP AND PROP GOV REVEALED NO CONTRIBUTING  
FACTORS. CARB TOO BADLY DAMAGED TO CHECK.  
4. ANALYSIS OF NUMBER SEVEN ROD COULD NOT ESTABLISH CAUSE OF  
FAILURE. NUMBER EIGHT ROD RAILED FROM OVERLOAD. NUMBER SEVEN  
CONSIDERED TO BE INITIAL FAILURE.  
5. DIRS FOLLOW.  
BT

OCT  
111934Z

T. 28C / 146266  
10-5-67

NNNNZCZCNASC263CZCSLB058  
PTTEZYUW RUCLMHA7769 2790230-EEEE--RUCILSA.  
ZNS EEEEE  
P 060230Z OCT 67  
FM TRARON FIVE  
TO RUENAAA/CNO  
RUCILSA/NAVAVNSAFCEN  
ZEN/NAVAIRSYSCOMREP PNCLA  
INFO RUEDBHB/NAVAIRSYSCOMHQ  
RUCIJFA/JAG  
RUCLBEA/COMSIX  
ZEN/CNATRA  
ZEN/CNABATRA  
RUEDFIR/NAVPLANTREPO PATTERSON  
RUEDBHB/CHNAVMAT  
RUEOPDA/DIR AFIP  
RUEDNKA/CINCLANTFLT  
RUWJABA/DAS NORTON AFB  
BT  
UNCLAS E F T O  
FOR OFFICIAL USE ONLY  
PRELIMINARY/SUPPLEMENTARY MESSAGE REPORT OF AIRCRAFT ACCIDENT  
A. OPNAVINST 3750.6F

263/67

PRELIM/SUPP

AAR

PAGE TWO RUCLMHA7769 UNCLAS E F T O  
1. 5 OCTOBER 1967, 1735S, DAY  
2. T-28C, BUONO 146266, VT-5, 5-68A  
3. 1/2 MILE NE OF ALF BARIN FIELD, FOLEY, ALABAMA  
4. JAMES ROBERT KELLY, ENSIGN, (b) (6), USNR, 1395, ACTIVE, ALFA  
5. NONE  
6. ALFA  
7. ID3, 0.7  
8. ATTEMPTED CONTROLLED DITCHING (LAND)  
9. AT THE 180 DEGREE POSITION OF FCLP PATTERN STUDENT PILOT  
APPARENTLY HAD AN ENGINE FAILURE. BOLACK SMOKE WAS SEEN COMING FROM  
THE AIRCRAFT WHILE IT WAS STILL AIRBORNE. SEVERAL WITNESS HEARD  
THE ENGINE CUTTING IN AND OUT. THE A/C HIT 60 FT TREES APPROXIMATELY  
500 FT SHORT OF A CLEARED FIELD. THE A/C DROVE THROUGH THE TREES,  
FLIPPING OVER AND COMING TO REST INVERTED ON THE EDGE OF THE PLOWED  
FLD.  
10. W/V 010/5KTS RELATIVE TO RWY, CLEAR, TEMP 80, DEW PT 60, VIS 8NM  
11. NONE  
12. REQUEST PRI DIR ON R-1820-86A ENG SER BL 520721 AND ACCESSORIES  
13. NA

PAGE THREE RUCLMHA7769 UNCLAS E F T O  
14. NA  
15. SEVERAL PINE TREE KNOCKED OVER IN AIRCRAFT PATH OF TRAVEL.  
16. (b) (6), LT., ASO, AUTOVON 899-3350 EXT 98-247  
BT

TRAC 146266

VT-5

5-68A

Oct  
060230Z  
10-5-67